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159

Construction Contract

7760 Continued

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Smead
No. 2-152-SLK

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 24, 1970

SUBJECT: Adrian Bridge Section
Adrian-Parma Highway
Malheur County

To: Mr. Tom Edwards
Deputy State Highway Engineer

B U I L D I N G

We have studied two possible sites for the replacement of the Snake River bridge at Adrian. The locations are shown on the attached map; traffic data is also attached. You will note that a concept to place the new bridge upstream from the present one on an alignment to intersect with the Nyssa-Adrian Highway approximately 500 feet south of the present junction was not considered because of its being out of direction which would increase the travel distances for the traffic crossing the river.

From a field observation, it was apparent that a new bridge at the existing site should be located adjacent to and downstream from the existing bridge in order to establish a detour during construction. The downstream position was selected because it appeared that less property damage would result.

The other possibility places the new crossing approximately 0.3 mile (1,600 feet) downstream from the present bridge which, if analyzed with respect to the traffic pattern in the area, is a superior site to the existing one for the reason that it would reduce the overall travel distances to points across the river. The following would be realized with the new crossing.

(a) For traffic using the bridge and turning south on the Adrian-Caldwell Highway, there would be 0.8-mile travel distance with the new crossing as opposed to 0.9 mile via the present alignment between common points -- this results in 0.1-mile savings.

(b) For traffic using the bridge and heading easterly along the Adrian-Parma Highway, there would be 0.6-mile travel distance with the new crossing as opposed to 1.2 miles via the present alignment between common points -- this results in 0.6-mile savings.

Labor
Discuss
Time

This indicates that the new crossing would be shorter for all traffic concerned. In addition, the alignment associated with the new crossing would eliminate the poor alignment that now exists.

The estimated costs (2-lane basis) are as follows:

	Existing Site Adj. Pres. Br.	New Crossing 0.3 mi. d/s
Const. Length	0.5 mile	0.7 mile
Grade & Pave	$ 60,000	$ 80,000
Structure	850,000	970,000
Right of Way	20,000	10,000
Estimated Cost	$930,000	$1,060,000
Struct. Size (L x W)	700' x 40'	800' x 40'

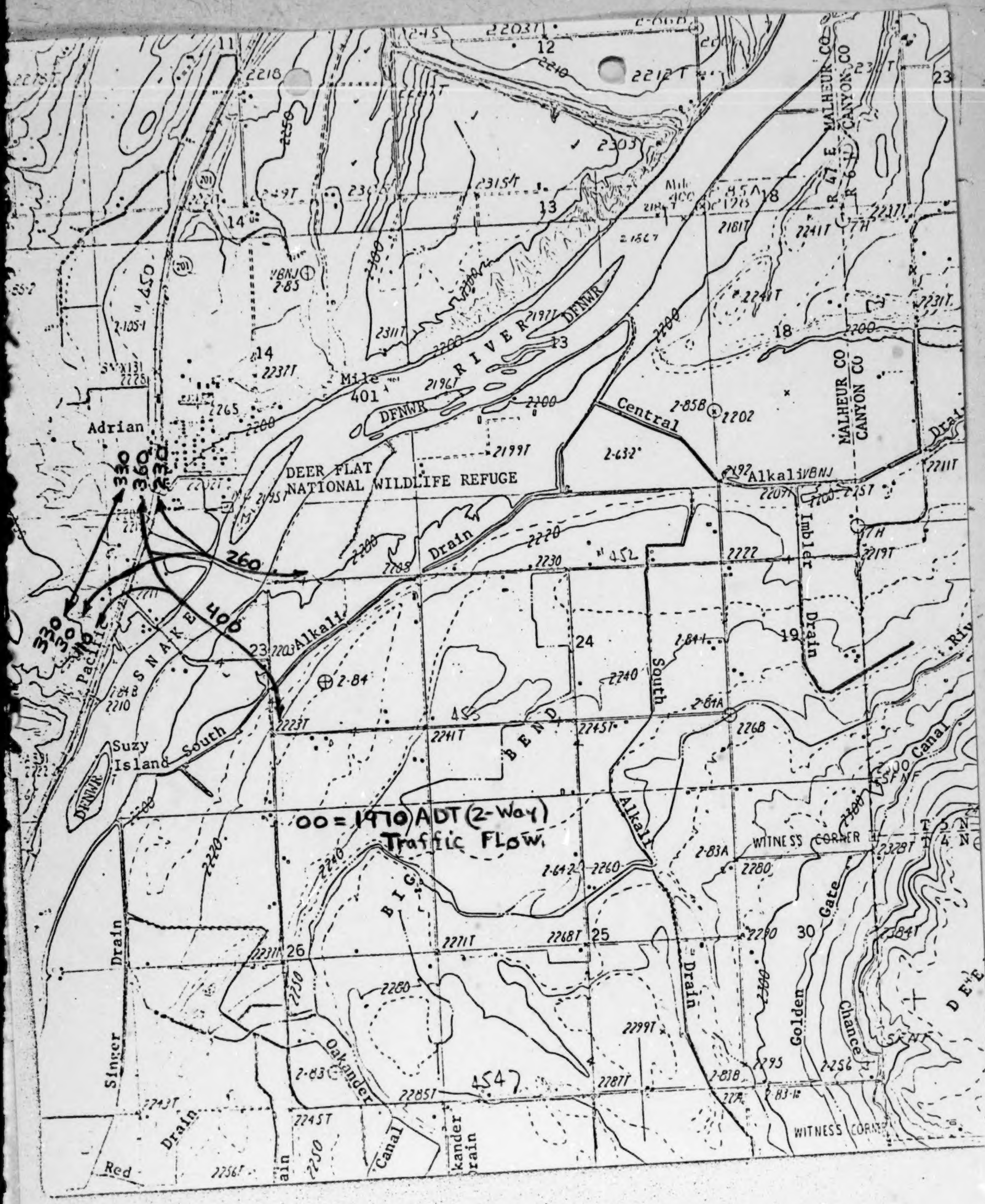
It is pointed out that, in both cases, the grade, pave, and right-of-way costs cover only the work necessary to provide reasonable approaches to the new bridge. The structure lengths are predicated upon spanning the Snake River bank to bank (the other Snake River bridges in this area follow this concept). However, from a cursory study into the hydraulics through this reach of the Snake River, it is possible that a 700-foot bridge can be used at the new crossing in lieu of the 800-foot bridge assumed for the above estimate; the channel is somewhat confined, and it appears that that amount of encroachment would not adversely affect the hydraulic characteristics. With the shorter bridge, the estimate for the new crossing could be reduced to $940,000 which brings it in line with the cost for the new bridge at the present site.

It appears that the new crossing 0.3 mile downstream from the existing bridge is a logical choice because of the better alignment and the reduction in travel distances. Even with the longer bridge, it would seem that the $120,000 additional cost is justified by the advantages gained. It is my recommendation that this choice be considered as the site for the new Adrian bridge over the Snake River.

W. H. Tebeau
Preliminary Studies Engineer

RECEIVED
JUL 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

WHT:bb
cc: F. B. Klaboe
L. H. Young
D. J. Barbee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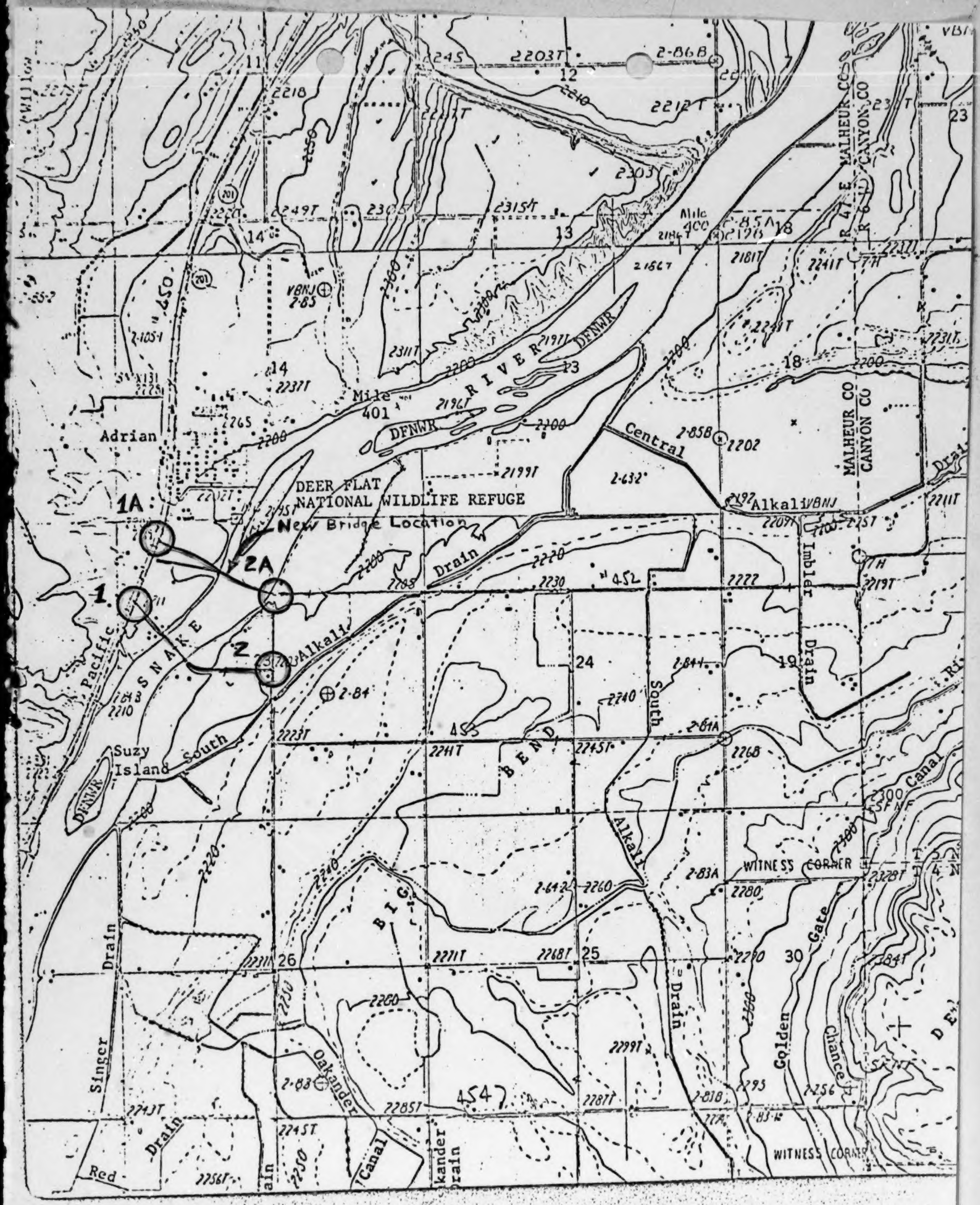
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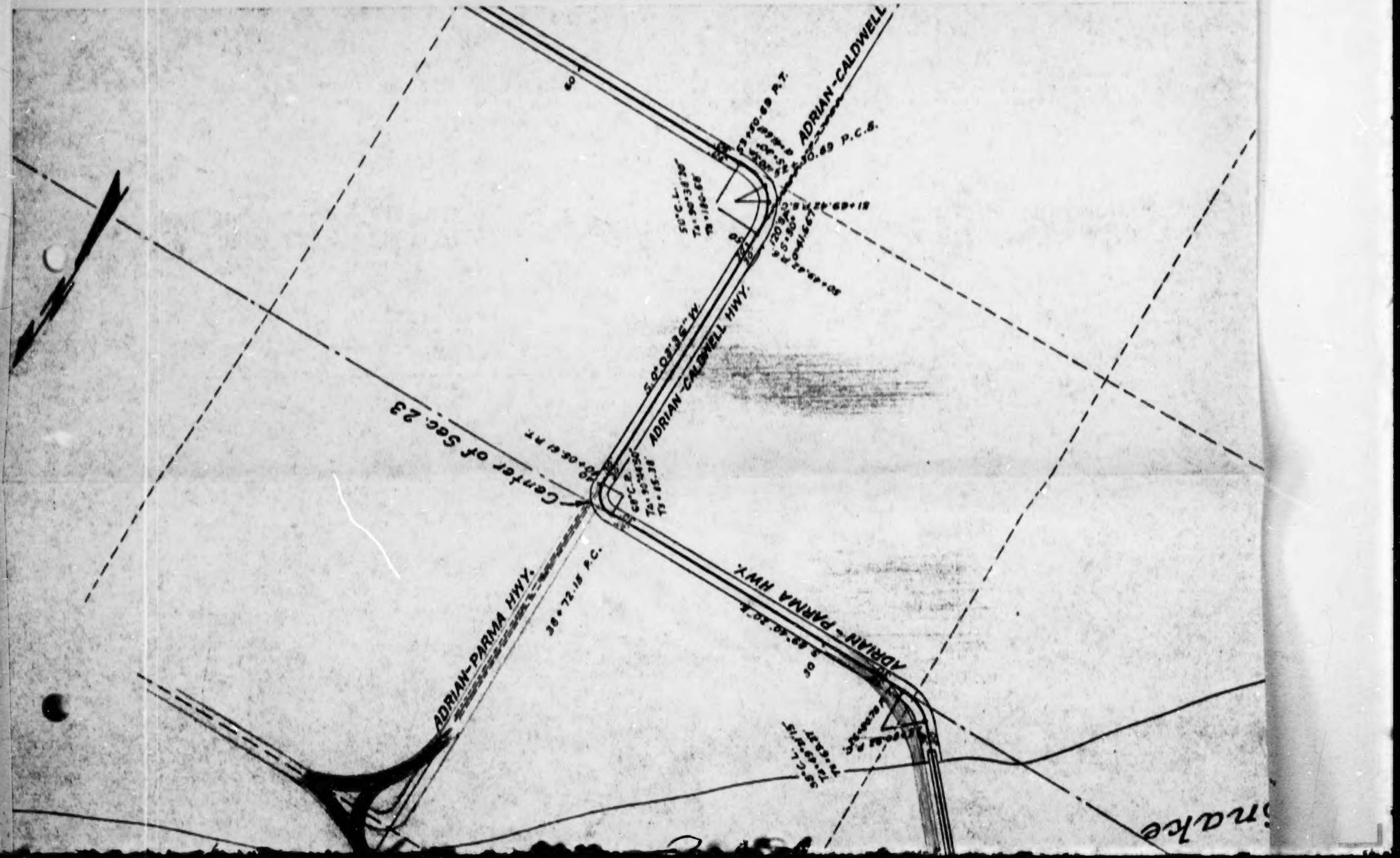
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ADRIAN-PARMA HI

ADRIAN & PARMA

River

NYSSA-ADRIAN HWY.

To Homedale

EQUATION

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cultivated

Karl I. Peterson

HOLLY ADDITION

cultivated

WASHINGTON

OREGON

ADRIAN

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TOWN of ADRIAN

LAKE

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WASHINGTON

HOLLY ADDITION

Curb

Prop.

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15+57.86 P.S.C.

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23+52.53 P.C.S.

24+52.53 P.T.

NW¼ NW¼
cultivated

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Karl I. Peterson

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EQUATION
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NYSSA-ADRIA

To Ho

RECEIVED
AUG 3 - 19[illegible]

Edwards

CITY OF Ontario..... THE CAPITAL OF EASTERN OREGON

7760

FROM THE OFFICE OF CITY MANAGER
Please Direct All Coressondence
On This Matter To The Above.

P. O. BOX 159 - ONTARIO, OREGON
97914

July 27, 1970

Klaboe

State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capital
Salem, Oregon 97310

Gentlemen:

The Southeast Oregon Council of Governments on Thursday, July 23rd, reviewed the proposed Oregon State Highway Project, Snake River (Adrian) Bridge Sec., Adrian-Parma Highway, Malheur County. The Council of Governments found the project consistent with local planning and recommends that it be undertaken at an early date.

Very truly yours,

C. Lloyd Castner

C. Lloyd Castner, Secretary
Southeast Oregon COG

CLC:rmg

cc: R. L. Porter, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

NOTED
F.B. KLABOE

NOTED
TOM EDWARDS

RECEIVED
JUL 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

copy to Young 7-30-70

RECEIVED
JUL 9 - 1970
FOR FILING

7760

July 9, 1970

Mr. William S. Cox
Director
Oregon State Land Board
20 Agriculture Building
Salem, Oregon 97310

Dear Mr. Cox:

Re: Material Removal Permit, State Highway Projects
Your File No. 70.0287

Your letter of July 6, 1970, refers to the possible necessity of a material removal permit in connection with the proposed Adrian Bridge project on the Snake River. Our Standard Specifications, Article 107.02 - Permits, Licenses and Taxes, specifically refers to this permit as required under ORS Chapter 541 and makes it incumbent on the contractor of any state highway project to obtain said permit if the circumstances of his project require same.

We share your concern in this project, and the above specification sets forth our requirements in this matter.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

EWR:ia

DIVISION OF STATE LANDS

OFFICE OF THE DIRECTOR

20 AGRICULTURE BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

OREGON STATE LAND BOARD

TOM McCALL
Governor

CLAY MYERS
Secretary of State

ROBERT STRAUB
State Treasurer

WILLIAM S. COX
Director

July 6, 1970

No. 70.0287

Mr. L. H. Young
Program & Planning Engineer
Department of Transportation
Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Young:

We have been advised by the Federal Aid Coordination Unit that you propose to improve the Adrian Bridge on the Snake River. Construction of this nature usually requires alteration of the area between mean high and mean low water. If work will occur in this area, a Material Removal Permit is required from the Division of State Lands. Forms have been enclosed for your convenience.

Thank you for cooperating in our efforts to obtain the wisest use of our waterways.

Very truly yours,

William S. Cox
Director

WSC:pjb

Enclosure

RECEIVED
JUL 7 1970
PROGRAM & PLANNING
DIVISION

Ellison
Check w/ Myers.
BPD Reply
7

DIVISION OF STATE LANDS

20 AGRICULTURE BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

OREGON STATE LAND BOARD

TOM McCALL
Governor

CLAY MYERS
Secretary of State

ROBERT STRAUB
State Treasurer

July 1969

REMOVAL PERMIT REQUIREMENTS

Oregon Law provides that before anyone may remove 50 or more cubic yards of materials from the bed or banks of any natural waterway in the state a permit must first be obtained from the Division of State Lands. Materials are defined as sand, rock, silt and gravel. The definition deliberately excluded such things as sinker logs and other debris. Natural waterways include all rivers, streams, creeks, and lakes but does not include private mill ponds and drainage or irrigation ditches. The statute applies to all government agencies, private industry, individual property owners and political subdivisions such as ports, cities, counties and districts.

In order to obtain a permit, a Division application form setting forth the details of the nature and location of the project should be mailed directly to the Division of State Lands together with the $50 application fee and a map. The law requires a fee of $50 annually for the life of the permit, therefore the permit application should limit the permit applied for to the duration of the removal portion of the project.

Applications are referred to all appropriate natural resource agencies for their recommendations before a permit is issued or denied. Normally, 30 days are required to process permits. In the event a decision or issuance of a permit is delayed for a period exceeding 30 days from date of receipt of the application, a temporary permit must be issued pending such final decision.

If more specific information is desired, please contact the Division of State Lands, 20 Agriculture Building, Salem, Oregon 97310; phone: 364-2171 extension 2955.

RECEIVED
JUL 10 1970
FOR FILING

EXECUTIVE DEPARTMENT

7760
5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

WARD G. WESTERDAHL, II
Director

July 7, 1970

Mr. Kleiber
(copy - Edwards)

Mr. R. L. Porter
State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

SNAKE RIVER (ADRIAN) BRIDGE SECTION

Your Notice of Intent has been referred to the appropriate state agencies for review. All have expressed approval of the proposal.

Please note that a Material Removal Permit should be obtained from the Division of State Lands. Further, water quality should be maintained during construction and pollution from chemicals or petroleum products should be avoided.

We are pleased to add our approval.

Ed Westerdahl II

E. G. Westerdahl, II

NOTED
F.B. WARBOE

orig to Young
7-8-70

RECEIVED
JUL 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

EXECUTIVE DEPARTMENT

CAPITOL BUILDING, SALEM, OREGON 97310

6-24-70

REFERRED TO
Jones
Asst. State Hwy. Engr.

MEMORANDUM

TO: Agency Addressed
FROM: Program Planning Division
SUBJECT: Notices of Intent to Apply for Federal Aid

The following is a listing of Notices of Intent received by the Federal Aid Coordination Unit during the week ended June 19, 1970.

Distribution of information relative to these projects has been made to the appropriate state agencies for review. If your agency was not included in the distribution and you desire, for a particular reason, to examine and comment on any of the proposals, please advise the Federal Aid Coordination Unit. Necessary information will be supplied as promptly as possible. The request may be made in writing or by telephone.

6-17-70

Date Received	Applicant	Project Description	Location	Admin. Dist.
6-15-70	City of Gladstone	Storm-Sanitary Sewage Separation	Gladstone	2
6-15-70	Fund of Denver, Colorado	Head Start Staff Training	Statewide	-
6-15-70	United Migrants for Opportunity, Mt. Pleasant, Mich.	UMOI Head Start	Statewide	-
6-15-70	Oregon CAP Assoc., Inc.	Pilot Program, Plan Housing Dev. Corp.	Statewide	-
6-15-70	Blue Mountain Econ. Dev. Council	Pre-Vocational and Vocational Training	Pendleton	12

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JUN 24 1970
FOR FILING

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NOTED
F. B. KLOOSE

RECEIVED
JUN 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

6-17-70	Mid-Willamette Valley CAC	Adult Education Supplement	Districtwide	3
6-17-70	Mid-Willamette Valley CAC	Emergency Food and Medical Services	Districtwide	3
6-17-70	Highway Division	Snake River (Adrian) Bridge Section	Open Area	14
6-17-70	Highway Division	Tualatin River (Schamberg) Bridge Section	Near Six Corners	2
6-17-70	Highway Division	Ward Road-Arnold Ice Cave Section	Open Area	10
6-17-70	Highway Division	N. Delaware Ave.-Borthwick Ave.	Portland	2
6-18-70	Educational Coordinating Council	Continuing Education & Community Services	Statewide	-

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Snake River (Adrian) Bridge Sec.
Adrian-Parma Highway
Malheur County

June 15 19 70

FROM: Applicant Agency State Highway Division Salem
Address

Contact Person L. H. Young 2761
Phone

1. Project requires Emergency Board approval of agency federal fund limitation: Yes.....No ..X..(if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Fourteen (14) City --

County Malheur Special District(s) (if applicable) --

Other affected jurisdictions/agencies --

3. **Federal Program**

Common Program Name Federal-Aid Secondary

Authorizing Legislation Title 23 U.S.C. Highways
Public Law No. and Title

Fed. Admin. Dept. Department of Transportation Original Application X

Agency Bureau of Public Roads Renewal Application

---

4. **Estimated Project Cost**

Federal Share $ 390,000
Loan..... Grant X
Local Applicant Share (--)
(if any) $ --

State Agency Share $ 260,000

Other (Specify) $ --

Total $ 650,000

Source of State Agency Share

General Fund $ --

Other Funds (specify) $ --

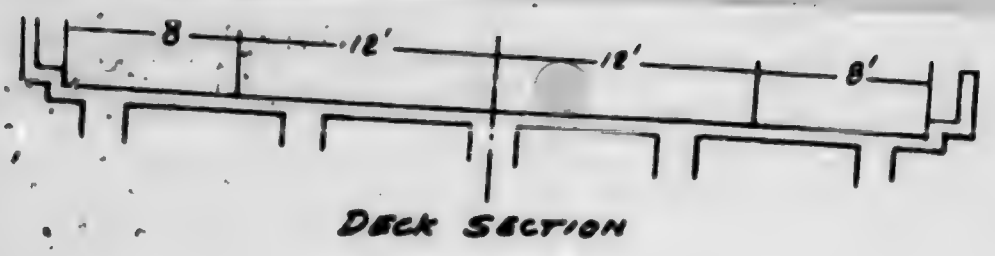
Indirect Cost Reimbursement

No X Yes..... $ .....
(Approx)

Will Federal share change: No X

Yes, from .....% to.....%

When.....



DECK SECTION

PROSPECTUS MAP
ADRIAN (SNAKE RIVER) BRIDGE
ADRIAN-PARMA HWY
MALHEUR CO.
1" = 400'

EQUATION
10+56.65 P.I. Bk.
38+53.00 P.O.T. Ah.

To Adrian

To Homedale

NYSSA-ADRIAN HWY.

BEGIN PROJECT
M.P. 0.15

Snake

THRU TRUSS 20' Wide
4-170' Steel Spans

END PROJECT
M.P. 0.28

ADRIAN-PARMA HWY.

ADRIAN-CALDWELL H.

Center of Sec. 23

RECEIVED
JUN 12 1970
FOR FILING

7760

PREFIX NO. 123-1426

LOCATION PROSPECTUS
ADRIAN (SNAKE RIVER) BRIDGE SECTION
ADRIAN-PARMA HIGHWAY
MALHEUR COUNTY
6-5-70

HIGHWAY: Adrian-Parma. Secondary Highway No. 452; Federal-aid Secondary No. 23-015.

TERMINI: Bridge site located approximately 0.6 mile southerly of Adrian at Mile Point 0.21.

LENGTH: 0.13 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the replacement of an existing structure and provide new approaches on existing and revised alignment.

CHARACTERISTICS: Existing ADT 740; projected ADT 1,040.

STANDARDS: Class "C".

TYPICAL SECTION: Two 12-foot travel lanes with 8-foot shoulders.

MATERIAL: To be located and referenced to this project during the survey.

BRIDGE: Proposed structure to have a 40-foot horizontal clearance. The existing bridge has a horizontal clearance of 19' 2" and was constructed in 1915. The new structure will be built in stage construction.

AGREEMENTS: No railroads affected. The major stream crossing is the Snake River.

PARKS: None affected.

June 5, 1970
Attachment

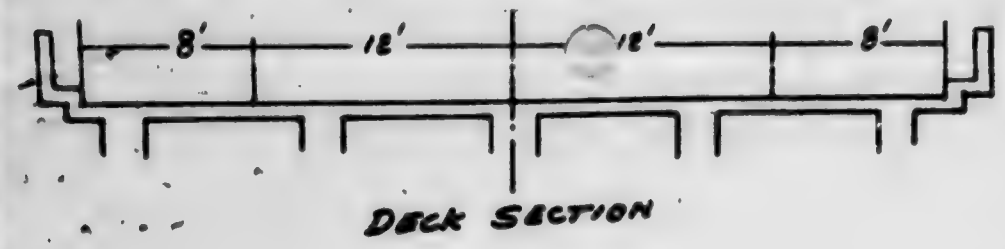
Bureau of Public Roads (3)
Tom Edwards
D. J. Barbee
E. S. Hunter
F D. Morgan
R. N. Chase
W. N. Hackleman
R. E. Olson
C. G. Swenson
F. W. Yarbrough (2)

H. S. Coulter (3)
F. B. Klaboe
F. B. Crandall
Ivan Merchant (4)
L. H. Young
H. S. Cox (2)
V. J. Johnson
Jack Rowland
W. H. Tebeau

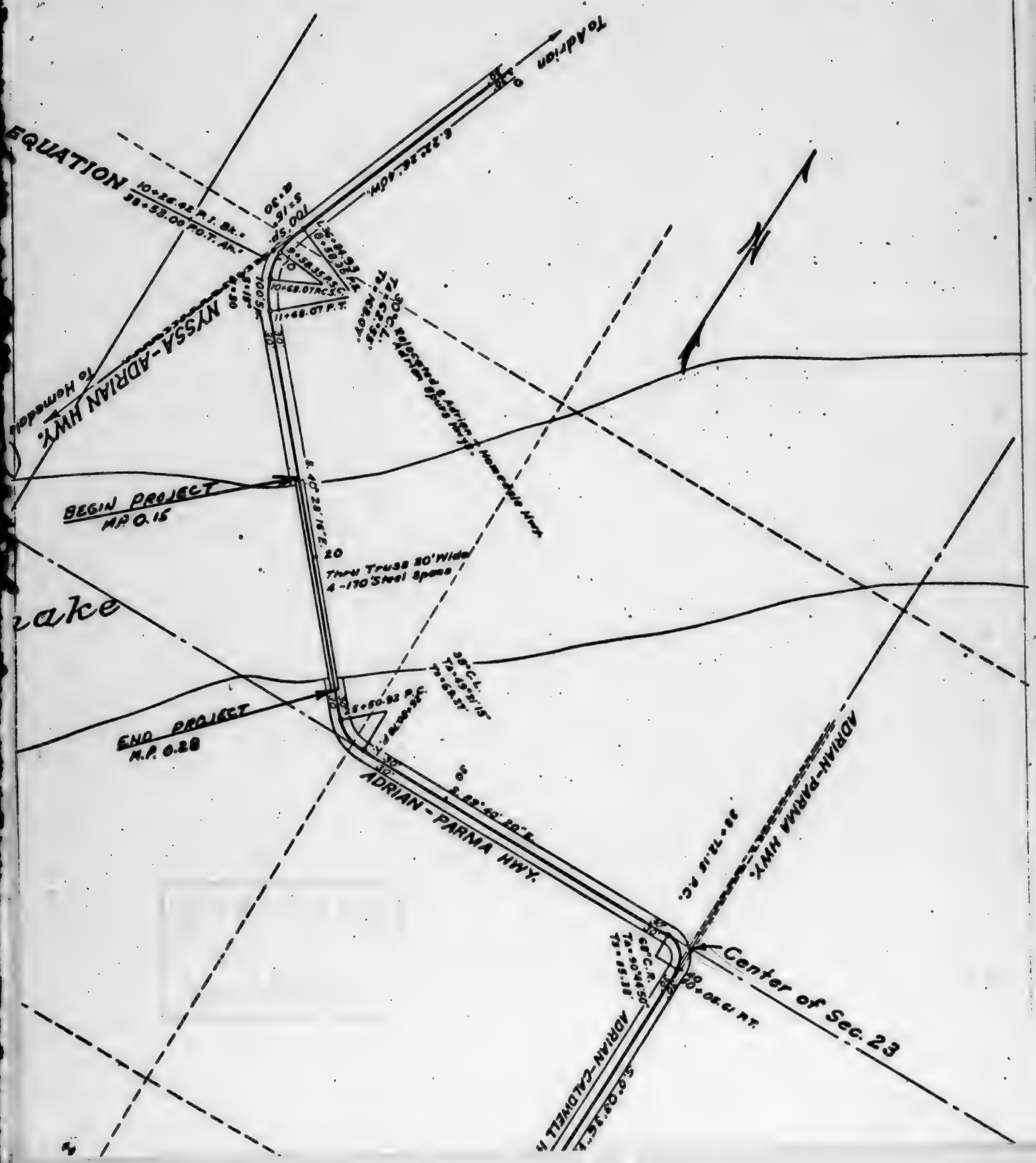
Forrest Cooper
V. D. Wolfe
F. L. Hall
D. H. Moehring (3)
J. M. Cartwright (2)
B. L. Gifford
A. D. Olson
Robert Royer
F. E. Terpin

NOTED
FORREST COOPER

PROSPECTUS MAP
ADRIAN (SNAKE RIVER) BRIDGE
ADRIAN-PARMA HWY
MALHEUR CO.
1" = 400'



DECK SECTION



7761 Portland City-wide Traffic signals '72
(Unit C) on various streets in Ptld.
(Traf. signals at 8 intersect.)

CA 4365

For preliminary correspondence see:
CONST. - FED. AID - TOPICS - PORTLAND
19[redacted]75

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-68)
SP 52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Portland
City Hall
Portland, Oregon 97204
Attention of Mr. Robert E. Rector, State Highway Coordinator

Request No. (assigned by staff engineer or head of division) CC 1491

Date June 10, 1975

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5025 (9) and EHS-T-5025 (20)
Citywide Traffic Signals, "Unit C"
City of Portland

Covered by agreement date 11/16/71
Contract No. 7761

Itemized Statement: CLR-DT File No. 502520 Advance Deposit $56,600.00

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	$56,600.00	
		Amount Previously Transferred	46,600.00	
				$10,000.00
		City costs per attached sheet	$50,369.09	
		Less amount previously transferred	46,600.00	
				$ 3,769.09
		REFUND DUE CITY		$ 6,230.91
		ATTACH ITEMIZED STATEMENT TO INVOICE		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 56,600.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 46,600.00

Give the number of the last previous request in connection with this same service. CC 1337

Credit distribution: See attached Request for Transfer of Cost Distribution
26-0604-299 $3,769.09

Submitted by:
Gary E. Zehner
Gary E. Zehner, Urban Program Engineer

Approved:
Division Engineer

Approved: ☐ ENGR. ☐ ASST ☐ OE ☐ AE ☐ UE ☐ UPE ☐ CE ☐ RE ☐ REE ☐
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

FORM A-87 (REV. 2-71)

FROM: County - City

TO: ACCOUNTING SECTION—

ADDRESS: 203 State Highway Building, Salem

DATE OF REQUEST: June 10, 1975

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NUMBER): Request for Outside Billing #CC 1337 & Invoice #110098

DATE OF ORIGINAL DOCUMENT: 10/24/72

VENDOR'S NAME:

DATE OF VENDOR'S INVOICE:

QUANTITY	UNIT	DESCRIPTION	CHARGE DISTRIBUTION	CHARGE AMOUNT	CREDIT DISTRIBUTION	CREDIT AMOUNT
			26-0610-299	$2,065 97	26-0604-299	$2,065 97
		TOTAL		$2,065 97		$2,065 97

(FOR ACCOUNTING SECTION USE ONLY)

ORIGINAL CHARGE ON VOUCHER

REASON FOR THIS REQUEST: The City's advance deposit was credited to the construction prefix 26-0610. A portion of the deposit should be credited to the preliminary engineering prefix #26-0604.

PREPARED BY: Gary E. Zehner

Gary E. Zehner, Urban Program Engineer

APPROVED:

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: June 10, 1975

CITY Portland Contract No. 7761 Date Completed 4/20/73

PROJECT #T-5025 (9) EHS-T-5025 (20) Section Citywide Traffic Signals, "Unit C"

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payments to Contractor		$184,967.36
SFO #1 Work by City of Portland		22,043.80
SFO #2 Permanent Traffic Lines		611.77
SFO #3 Replacement of Ped. Signals by Portland		558.19
Construction Engineering		23,690.25
Utility Audit Expense		109.44
Preliminary Engineering		31,756.85
TOTAL PROJECT COST		$263,737.66
Federal Aid Funds collected:		
Preliminary Engineering		$ 20,146.60
Construction		145,811.03
BALANCE		$ 97,780.03
Items in which FHWA did not participate:		
SFO #2 Permanent Traffic Lines	$ 23.77	
Construction Engineering	2,874.51	
Preliminary Engineering	59.87	$ 2,958.15
Amount to be shared by state and city		$ 94,821.88
City share per agreement dated 11/16/71:		
50% of $94,821.88		$ 47,410.94
100% of Non-participating items		2,958.15
		$ 50,369.09
City's advance deposit - 6/7/72		$ 56,600.00
BALANCE TO BE REFUNDED TO CITY		$ 6,230.91

Reference: Billing Form cc-1491

...S AMENDED

THE UNITED STATES, DR., TO (Insert official or depositary named in project agreement)

ADDRESS Treasurer of the State of Oregon

Capitol Building
Salem, OR 97310

(For use of Paying Office)

STATE Oregon

FEDERAL AID PROJECT NO. I-5-1-5023(20)

VOUCHER PERIOD: FROM 5-3-72 TO 1-17-73

PORTLAND

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee should not use this column)
$231,430.61	$222,082.53	$3,655	$145,811.03	$141,301.00	$4,510.03	

RECEIVED IN DIVISION OFFICE
BY DATE

FILED AUDITED
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

$4,510.03

Y. E. Skoog
Controller

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Portland City-Wide Traffic Signals (Unit "C")					
	Multnomah County					
	Construction					
	Type Code Y031					
	Traffic Signals (at 6 Intersections) (Contr. 7)					
	Final Contract Payment Summary	Lump Sum			$184,967.16	
SFO #1	Work by City of Portland St. Dept.	All Required			22,043.40	
SFO #2	Permanent Traffic Lines	All Required			580.60	
SFO #3	Replacement of Ped. Signals by Portland	All Required			566.19	
	Total Construction Cost				$208,157.35	
	Construction Engineering					
	State	All Required			$ 20,315.74	
	Miscellaneous Project Cost					
	Utility Audit Expense	All Required			$ 109.44	
	Total Participating Cost				$229,082.53	
	Nonparticipating Items					
SFO #2	Permanent Traffic Lines	All Required			$ 23.77	
	Construction Engineering	All Required			2,674.51	
	Total Nonparticipating Cost				$ 2,698.28	
	Total Cost				$231,980.81	

AMOUNT CARRIED FORWARD.....

...ION DIVISION

...CT PAYMENT VOUC...

APPROPRIATI...

THE UNITED S...

FISCAL YEAR

PAYEE

W.R. Grasle Co.
437 N.W. 16th
Portland

GPO 914-021

PORT-CITY WIDE SIG(UNITC) CONT NO 7761 * FA PROJ NOS T 525020 100

PREFIX		FUNCTION		CR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
026	0610	201	00	P 1			184,9[illegible]7.36
026	0610	278	02	P 1			5[illegible]3.00
026	0610	278	02	N 1			23.77
026	0610	283	01	P 1			22,[illegible]
026	0610	283	03	P 1			192,[illegible]
026	0610	286	00	N 9	4,510.03CR		145,[illegible]
026	0610	298	00	N 9	4,510.03		[illegible]
026	0610	299	00	N 9	2,530.72CR		20,758.[illegible]
026	0610	900	00	P 1			

APRIL 1975 PAGE 33

TOTAL TO IXITE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		CR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	026	0610	900	00	N 1		2,530.72	2,[illegible]
			915	00	P 1			[illegible]
			[illegible]	[illegible]	P 1			[illegible]
	026	0610	[illegible]	00	N 1		2,530.72CR	229,[illegible]
			TOT	P1			2,530.72	[illegible]
			TOT	N1		**	**	231,[illegible]

** JOB TOTALS **

FAS 540-UP RR XING SIGNALS CONT NO [illegible] FA PROJ NOS T 525022 100

PREFIX		FUNCTION		CR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
[illegible]	0611	283	02	P 1			2,122.41
[illegible]	0611	[illegible]	00	P 1			[illegible]
[illegible]	0611	[illegible]	01	P 1		10.22CR	10,771.[illegible]
[illegible]	0611	286	00	N 9		10.22	10,771.72
[illegible]	0611	298	00	N 9			398.49
[illegible]	0611	[illegible]	00	P 1			1[illegible]CR
[illegible]	0611	[illegible]	00	N 1			266.14
[illegible]	0611	[illegible]	03	P 1			3[illegible]CR
[illegible]	0611	[illegible]	03	N 1		74.64	165.[illegible]
026	0611	915	00	P 1			
		TOT	P1				

(MEMORANDUM) Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

D.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building Salem, Oregon

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO. I-5025(9) PORTLAND

VOUCHER PERIOD: FROM 7-14-71 TO 5-3-72

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$31,756.~~00~~ 85	$31,696.98	63.56%	$20,146.60	$20,146.60	$0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

V.E. Skoog
Controller

Oregon

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	PORTLAND CITY WIDE TRAFFIC SIGNALS					
	THE CITY OF PORTLAND					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering					
	Preliminary Engineering (State Forces	All	Required		$10,760.01	
	Preliminary Engineering (City Forces)	All	Required		20,936.97	
	Total Preliminary Engineering Cost				$31,696.98	
	Total Participating Cost				$31,696.98	
	Nonparticipating Items					
	Preliminary Engineering	All	Required		$ 59.~~08~~ 87	
	Total Nonparticipating Cost				$ 59.~~08~~ 87	
	Total Cost				$31,756.~~06~~ 85	

AMOUNT CARRIED FORWARD.....

TYWIDE INTER SIGNAL STUDY	CONT NO		# FA PROJ NOS T		525009 100						
	026	0604	296	00	N	9			13,287.88CR		20,146.80
	026	0604	298	00	N	9			13,287.88		20,146.80
	026	0604	900	00	P	1			20,909.59		21,265.95
	026	0604	903	00	N	1	.14		.14		1.45
	026	0604	905	00	P	1			3.10		369.94
	026	0604	906	00	P	1					3,601.68

TO DATE JOB COST SUMMARY

PTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH		FISCAL YEAR TO DATE		GRAND TOTAL TO DATE
	026	0604	906	00	N	1				28.80
	026	0604	911	00	P	1		197.28CR		4,962.09
	026	0604	911	00	N	1				30.28
	026	0604	914	00	P	1		202.08		261.19
	026	0604	915	00	P	1		.65		208.08
	026	0604	915	00	N	1	.65			.65
	026	0604	920	00	P	1		29.63		39.38
	026	0604	921	00	P	1				967.67
			TOT	P	1			20,947.12		31,696.98
			TOT	N	1	.79		.79		59.87
			** JOB TOTALS **			.79	**	20,947.91	**	31,756.85

WELL BLVD & HOOD AVE	CONT NO		# FA PROJ NOS T		525012 100						
	026	0605	296	00	N	9			43.36		87.70
	026	0605	298	00	N	9			43.36CR		87.70
	026	0605	900	00	P	1					54.62
	026	0605	905	00	P	1					52.15
	026	0605	911	00	P	1			65.74CR		31.21
	026	0605	914	00	N	1	.10		.10		.10
	026	0605	914	00	P	1			65.74CR		137.98
			TOT	P	1						
			TOT	N	1	.10		.10			.10
			** JOB TOTALS **			.10	**	65.64CR	**		138.08

7561

December 10, 1974

Mr. Daniel J. Seifer
Kobin and Mayer
Attorneys at Law
Suite 800
610 S.W. Alder Street
Portland, OR 97205

Dear Mr. Seifer:

In response to your letter of December 9 concerning the acceptance date of Contract No. 7561, we are attaching a minute entry of August 14, 1973, of the Transportation Commission's minutes and a copy of Contracts Completed Resolution No. 213 referred to in the minutes.

As stated in the resolution, this contract was accepted on July 24, 1973.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

NORMAN S. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
MARK SILVERSTEIN
LEO LEVENSON
OF COUNSEL

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

AREA CODE 503
223-1107

December 9, 1974

Fran
Please do-
Cec

Mr. Cecil Head, Secretary
Oregon Transportation Commission
State Highway Building
Salem, Oregon

Re: OSHD Contract #7561

Dear Sir:

This office represents S. D. Spencer & Son, prime contractor on the above referenced contract for the construction of the "Jumpoff Joe Creek - Grants Pass Section, Pacific Highway" in Josephine County.

Please advise me of the date of formal acceptance of this work by the Oregon Transportation Commission, and send me a copy of the minute entry or other document reflecting such formal acceptance.

Thank you for your assistance.

Very truly yours,

KOBIN & MEYER

Daniel J. Seifer

RECEIVED
DEC 10 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

7761 -

February 11, 1974

W. R. Grasle Company
437 N. W. 16th Avenue
Portland, Oregon 97209

Re: Portland City-Wide Traffic
Signals (Unit C)
Contract No. 7761
Request for Time Extension

Gentlemen:

We have reviewed your request for a 51-day extension of contract time for work on Contract 7761, Portland City-Wide Traffic Signals (Unit C).

Careful consideration was given to the reason you submitted. In light of the available facts and provisions of the contract, an extension of 51 days is granted. This is due to delays associated with Price Agreements 3 and 4 covering signal pole and mast arm changes, and will eliminate $5,100 in liquidated damages.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
[redacted] Region 1

JAB:lb cm

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7761 Contractor W. R. Grasle

Highway Portland City Streets

Section

Kind of Work Traffic Signal Installation

It is recommended that request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

Recommend 51 days extension for delays associated with P.A. 3 and P.A. 4 covering signal pole and mast arm changes.

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

~~Asst.~~ ~~State Highway Engineer~~

State Printing 27929

Contract No.	7761
Project designation	State (State-Federal)
Date awarded	June 7, 1972
Work started	Sept. 5, 1972
Per cent completed	100% - April 20, 1973 (Date)
No. of Workdays Allowed	250
No. of Workdays Used	301
No. of Added Workdays Requested	51

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 31, 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 250 days to 301 days, within which to complete our Contract No. 7761, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter of explanation from Econolite.

Respectfully submitted,

W. R. GRASLE CO.
Contractor

By James A. Grasle

CONSENT OF SURETY

Date November 5, 1973

We, GENERAL INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

M. Mowrey
Attorney-in-fact
M. Mowrey

(SEAL)

FRED S. JAMES & CO.
By James W. Bayless
Resident Agent
James W. Bayless

7761

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project EHS-T-5025(20)
Portland City-Wide Traffic Signals (Unit C)
Contract No. 7761
Time Extension Request

DATE: February 6, 1974

In reply refer to: 10-41-AA

FROM : Vernon V. Cusack, Acting Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The redesign of the N. W. St. Helens and Kittridge Avenue intersection (Price Agreement No. 3) and the refabrication of pole No. C, (Price Agreement No. 4), are ample justification for the 51-day extension. We concur in the requested extension of time.

for Vernon V. Cusack

RECEIVED
FEB 7 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 7 '74
REFERRED
Coulter
FOR
Info | | | | | | File
X

2-7-74
cy Const.
Bottleman
Gallagher

NOTED
H.S. COULTER

OREGON STATE HIGHWAY DIVISION

January 31, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY H. S. COULTER

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract 7761
Portland City-Wide Traffic Signals (Unit C)
F.A.P. No. EHS-T-5025(20)

W. R. Grasle Company, contractor for the subject project, has requested an additional 51 calendar days in which to complete the contract work without assessment of liquidated damages. Delay to the delivery of signal poles for reasons beyond the contractor's control is cited as the basis for the request. This project covered signalization at eight scattered locations, in the amount of $179,702.

The contract was awarded June 7, 1972, with 250 calendar days allotted to complete the work, which forecast a completion date of February 28, 1973. The work was completed April 20, 1973, with 301 calendar days charged, an overrun of 51 days at $100 per day.

A stop work order, effective September 21, 1972, was placed on pole fabrication for two intersections pending consideration of a major redesign. The contractor was not furnished revised plans until October 31, 1972, resulting in a 40-day delay. At that time, the contract time was 51 percent used. An additional 14 days should be allowed for obtaining quotes, reordering poles, revising shop drawings, and rescheduling work. This added work (covered by Price Agreement 3) caused delays totaling 54 days. The Price Agreement mentions a possible 30-day delay.

Refabrication of Pole No. C (Price Agreement 4 dated 11-15-73) was necessary due to an engineering error, and 14 days should be allowed for this added work. The total delay to the project caused by Price Agreements 3 and 4 amounts to 68 days.

The reason for extension offered by the contractor is the Richolyn pole supplier problem which we have recognized as valid on several other signal projects. This reason could be developed in more detail if needed to justify the complete extension.

Your concurrence in a 51-day extension of time is requested.

JAB:lb:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
R. N. Bothman
V. L. Gallagher

FORM E-90 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 29, 1974

To: H. S. Coulter, Assistant
State Highway Engineer

From: J. A. Bond
Construction Administration Engineer

SUBJECT: Time Extension Request
Portland City-Wide Traffic
Signals (Unit C)
Contract 7761
F.A.P. No. EHS-T-5025(20)

W. R. Grasle Company, Contractor for the subject project, has requested an additional 51 calendar days in which to complete the contract work without assessment of liquidated damages. Delay to the delivery of signal poles for reasons beyond the contractor's control is cited as the basis for the time extension request. This project covered signalization at eight scattered locations in the amount of $179,702.

The contract was awarded June 7, 1972, and allotted 250 calendar days to complete the work, which forecast a completion date of February 28, 1973. The work was completed April 20, 1973, with 301 calendar days charged, an overrun of 51 days at $100 per day.

A stop work order, effective September 21, 1972, was placed on pole fabrication for two intersections pending consideration of a major redesign. The contractor was not furnished revised plans until October 31, 1972, for a 40-day delay. At this point, the contract time was 51% used. An additional 14 days should be allowed for obtaining quotes, re-ordering poles, revising shop drawings, and rescheduling work. This added work, covered by Price Agreement 3, therefore caused delays totaling 54 days. The Price Agreement itself mentions a possible 30-day delay.

Refabrication of Pole No. C, Price Agreement 4 dated 11-15-73, was necessary due to an engineering error and 14 days should be allowed for this added work. The total delay to the project caused by Price Agreements 3 and 4 amounts to 68 days.

RECEIVED
JAN 30 1974
Office of
Assistant State Highway Engineer

The reason for extension offered by the contractor is the Richolyn supplier problem which we have encountered, and recognized as valid, on several other signal projects. The contractor does not provide any specific information with dates but this reason could probably be developed if the above are not adequate to justify the complete extension.

Based on the above, the contractor's request for a 51-day extension of time should be granted which would waive all liquidated damages.

This is a "Federal-Aid Topics Project" and any adjustment of contract time will require the concurrence of the FHWA.

JAB:lb

RG. ST. AM.

ECONOLITE

Solving Tomorrow's Traffic Problems...Today

September 14, 1973

W. R. Grasle Co.
437 N. W. 16th Avenue
Portland, Oregon 97209

Gentlemen:

Re: S.O. 5938-10
: Contract 7761 - Oregon State Highway

As you are aware, the referenced contract was delivered late due to unanticipated and unavoidable problems experienced with the pole supplier, Richolyn.

The original purchase order as forwarded to Richolyn for the utility strain poles was not delivered per our original schedule. Richolyn, who had successfully delivered poles in the past, had experienced financial problems and was seized by the IRS for income tax liens. Accordingly, our delivery of materials were likewise jeopardized.

Upon certain knowledge of the aforementioned delivery problems, Econolite took steps to provide for an alternate source to deliver these materials. The materials were obviously late, causing the entire project to fall behind schedule.

Since the delivery was late due to causes beyond the management and control of Econolite and not foreseeable upon commencement of the contract, and since Econolite took immediate steps to seek an alternate to supply the materials and to diligently expedite these deliveries, a request is submitted to extend appropriate time on the subject contract in consideration of these unforeseeable problems.

Adequate authentication of the Richolyn pole problem is available from the IRS and a review of our purchasing files.

Please request an extension of time as may be necessary to avoid potential liquidated damage assessment.

Very truly yours,

Charles A. Prawdzik

Charles A. Prawdzik
Division Legal Counsel

:k

cc: Mr. G. F. Carothers
Mr. R. Cazis
Mr. R. A. Corbett
Mr. M. K. Green
Mr. E. T. Gossack
Mr. L. E. Keyser

3360 E. LA PALMA P.O. BOX 6150 ANAHEIM, CALIFORNIA 92806 (714) 630-3700

ECONOLITE
A DIVISION OF ALTEC CORPORATION

7761

STATE COPY

1-10-74

cc: OSHD (H S Coulter)
Region
Wash DC
Area Engr Christianson

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	8	Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
1-10-74	P. E. O'Neil, Asst Area Engineer		EHS-T-5025(20)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
4-20-73	9-20-73	120.4%	250 CD
APPROVED EXTENSIONS	**LOCATION**		
None	Various traffic signals throughout the City of Portland.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JAN 17 1974
REGIONAL OFFICE

PORTLAND CITY-WIDE TRAFFIC SIGNALS
UNIT C - VARIOUS CITY STREETS
Traffic Signals

This project provided for the installation of traffic signals at eight street intersections throughout the metropolitan area and the installation of three impact attenuators.

1-18-74
cy Constr.
T. Young

All physical work was satisfactorily completed in conformance with the approved plans and specifications on April 20, 1973 at which time 301 chargeable days had elapsed. With a contract time of 250 days the contractor is being assessed 51 days liquidated damages. A request for a time extension is pending. The redesign of the N. W. St. Helens & Kittridge Avenue intersection, Price Agreement No. 3, could justify some extension of time.

The final cost of the contract items was $158,327, which is an underrun of 11.9%. The total cost of the project including engineering and contingencies was $203,002, which was an underrun of 9%. The resident engineer has satisfactorily explained all overruns and underruns. All of the required supporting documents have been submitted and acceptance of this project is recommended.

RECEIVED JAN 18 '74

NOTED
H.S.COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE	Original signed by Patrick E. O'Neil P. E. O'Neil for C. T. Christianson	SIGNATURE	Original signed by E. J. Valach Dist. Engineer
TITLE	Area Engineer	TITLE	District Engineer
DATE	1-11-74	DATE	JAN 17 1974

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7761

January 7, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. EHS-T-5025(20)

SUBJECT Request Federal-aid Project Acceptance

Contract 7761, Work Completed April 20, 1973

Project Portland City-Wide Traffic Signals (Unit C)

Highway City Streets

County Multnomah

Acceptance: Transportation Commission September 20, 1973

Federal Highway Administration June 29, 1973

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-49B

cc: Vern Skoog

BMW:pr

7761

January 8, 1974

General Insurance Co. of America
Portland Service Office
1500 S.W. First
Portland, OR 97201

Gentlemen:

A post-final payment for $324.30 will be made to W. R. Grasle Co. on Contract No. 7761 for traffic signal installation on the Portland City-Wide Traffic Signals (Unit C) Project in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $179,867.36 including the post-final payment. Of the total, $2,399.06 is for force account.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

js

cc: W. R. Grasle Co.
437 N. W. 16th Ave.
Portland, OR 97209

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
Robert Bothman

7761

September 25, 1973

General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

Gentlemen:

On September 21, 1973, we wrote to you concerning release of final payment on Contract No. 7761 awarded to W. R. Grasle Company for traffic signal installation on the Portland City-Wide Traffic Signals (Unit C) Project in Multnomah County.

Final payment on this contract is $200 and the total contract amount is $179,343.06 including $1,399.06 for work performed under force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

hs

cc W. R. Grasle Company
437 N. W. 16th Avenue
Portland, Oregon 97209

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
L. W. Rulien

7761

September 20, 1973

TO Department of Transportation

FROM F. B. Klaboe, Administrator &
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7761, Work Completed April 30, 1973

Project Portland City - Wide Traffic Signals

Highway Various City-Wide Streets, County Multnomah

Type of Work Traffic Signal Installation

Contractor W. R. Grasle Co.

Recommended Acceptance Date September 20, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 24, 1973 for your formal concurrence.

VG:dgk

Cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7761

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Portland City-Wide Traffic Signals (Unit C)		WEEK ENDING: June 30, 1973
		SECTION PREFIX: 26-0610
HIGHWAY: Various City Streets		COUNTY: Multnomah
NAME OF JOB: Portland City-Wide Traffic Signals	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: W.R. Grasle Company	CONTRACT NUMBER: 7761	FEDERAL AID PROJECT NUMBER: EHS-T-5025(20)
DATE OF CONTRACT: June 7, 1972	DATE WORK STARTED: September 5, 1972	ESTIMATED COMPLETION DATE: April 20, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0	SPECIFIED WORK DAYS: -	WORK DAYS USED: -
	SPECIFIED CALENDAR DAYS: 250	CALENDAR DAYS USED: 301
PROJECT AUTHORIZATION: $ 229,385.77	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 120.4 %
EXCLUSIVE OF ENGINEERING: $ 211,196.59	ENGINEERING AUTHORIZATION: $ 18,189.18	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99.0 %
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 207,120.00	ENGINEERING COST TO DATE: $ 21,600.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98.0 %
ESTIMATED PERCENT: OVERRUN / UNDERRUN: UNDERRUN 1.93 %	PERCENT OF AUTHORIZATION: 118.75 %	DATE PROJECT WAS COMPLETED: April 20, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1-Ladder Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Bases	Poles	Controller	Signals	Conduit	(Interconnect) (Wire)	Islands	Impact Attenuators
PERCENT	100	100	100	100	100	100	100	100

	Calendar WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0		
MONDAY	Rain	0		
TUESDAY	Fair	0		
WEDNESDAY	Fair	0		
THURSDAY	Fair	0		
FRIDAY	Cloudy	0		
SATURDAY		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
June 24 SUNDAY	No Activity
June 25 MONDAY	Grasle finished all pickup items throughout the project.
June 26 TUESDAY	No Activity
June 27 WEDNESDAY	No Activity
June 28 THURSDAY	S.W. Terwilliger & Boones Ferry: City of Portland forces finished their paving work which completes their work throughout the project.
June 29 FRIDAY	Final Inspection was held.
June 30 SATURDAY	No Activity

REMARKS

SUMMARY: Both Grasle and City of Portland finished their work throughout the project.

"THIS WILL BE THE FINAL WEEKLY REPORT FOR THIS PROJECT".

Anticipated date for submission of semi-final is July 31, 1973.

Visitors: Pat O'Neil, FHWA, 6-29-73
Ken Almquist, FHWA, 6-29-73
Bob Sickler, City, 6-29-73
Bill Hood, City, 6-29-73
Brian Jackmond, OSHD, 6-29-73
Al Harwood, OSHD, 6-29-73

SIGNED Jerry C. Street LOCATION Portland, Oregon

Jerry C. Street, Resident Bridge Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

7761

STATE COPY
6-29-73

FORM PR-33B
(REV. 3-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

OSHD (Coulter)
Region
Wash DC
(Check appropriate box)

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

eh

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7	Multnomah	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
6/29/73	P. E. O'Neil, Ass't Area Engineer		EHS-T-5025(20)

IN COMPANY WITH
See below

QUALITY OF WORK *	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	120.4 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN.

(*Not applicable for all Contacts.)

COPY SENT

COPY SENT
JUL 06 1973

Bill Hood, Ass't City Traffic Signal Engineer
Bob Sickler, Ass't City Traffic Signal Engineer
Al Harwood, Regional Construction Engineer, OSHD
O. B. Jackmond, Field Construction Engineer, OSHD
J. Street, Resident Engineer, OSHD
K. Almquist, Highway Engineer Trainee, FHWA

STATE

PORTLAND CITY-WIDE TRAFFIC SIGNALS
UNIT C, CITY-WIDE STREETS
Installation of Traffic Signals

All physical work was satisfactorily completed in conformance with the approved plans and specifications on April 20, 1973 at which time 301 chargeable days had elapsed. The contract allowed 250 CD. The redesign of the NW St. Helens Road & Kittridge Ave Intersection, price agreement #3, could extend the completion date up to 30 days.

On previous inspections it was noted that the steel band straps that fasten the Type C pedestrian signals to the strain poles are now allowing the signals to move laterally. It is recommended that on future projects a different connection be used.

Materials reports were reviewed as the project progressed and were found to be in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

NOTED
H.S. COULTER
7-9-73

RECEIVED
STATE HWY ENGR
JUL 9 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 7, 1973

In reply refer to: 10-35-DA

7761

FROM : Mr. G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EHS-T-5025(20)
Portland City-Wide Traffic Signals (Unit C)
State Force Order No. 3
Total Estimated Amount of the Order - $360.00
Federal Participation - $216.00

Reference is made to Mr. Young's letter of April 24, concerning the subject order.

The use of city forces to replace the conventional pedestrian signal head with a programmed pedestrian signal head is approved as being in the public interest under the provision of PPM 21-6.2.

This work is necessary to improve pedestrian safety at the intersection of Beaverton Highway and Capitol Highway. If southbound pedestrians on the north curb of the Beaverton Highway assume that the pedestrian signal on the south curb of Capitol Highway controls their movement, they may walk in front of free-flowing westbound vehicle traffic on Beaverton Highway. Since the intersection work is nearing completion, it is imparative to expidite the placement of the programmed pedestrian signal to protect the pedestrians.

Federal participation will be based on the actual cost of signing less salvage value or the pedestrian signal. The estimated total costs of the work to be done under this order is $360.00 with Federal participation of $216.00.

Enclosure
State Force Order No. 3

RECEIVED
STATE HWY ENGR
MAY 8 '73
REFER TO
FOR

TAA
5-9-73

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

SP 72830 734

Form A-103 (Rev. 8-70)

STG-T-1P

APPROVED EFFECTIVE DATE 4-26-73
Contingent upon modification of pro- agreement if additional funds are ed

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7761

APPLYING TO CONTRACT PROJECTS

Order No. S-4-73 3

Section Portland City-Wide Traffic Signals Date April 16, 1973

Highway Various City Streets (Unit C) F.A.P. No. EHS-T-5025(20)

County Multnomah Prefix 26-0610 Account No. 283-03

Description of Work To Be Done:

1. Payments to the City of Portland for replacing one conventional pedestrian signal head which faces north from SE corner with one programmed head.

2. Credit to OSHD, from City of Portland, to cover salvage value of one conventional pedestrian signal head.

Location by Station Numbers:

SW Beaverton Hwy. & Capitol Hwy. Intersection

Estimate of Quantities and Costs:

1. Total estimated cost as per the City of Portland costs. (City of Portland will be paid on an actual cost basis) ..... $ 400.00

2. Total credit to be allowed for one conventional signal head. (Salvaged by the City of Portland) ..... $ -40.00

TOTAL ..... $ 360.00

Explanation: The southbound pedestrians on north curb of Beaverton Hwy. can see pedestrian signal on south curb of Capitol Hwy. If they assume that this signal controls their movement, they may walk in front of free-flowing westbound vehicle traffic on Beaverton Hwy. In order to correct this problem it is advisable to use a programmed head on the south curb which could not be seen by pedestrians on the north curb. Since this contract is close to being finalized, the City of Portland forces will perform the work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization ..... $ 229,385.77

Present estimate of project cost, including $ 360.00 for work under this order $ 225,004.18

Expected under-run / over-run (amount) UNDERRUN $ 4,381.59

Expected under-run / over-run (per cent) UNDERRUN 1.91 %

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street, Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

SP 72830 (3-71)

STATE COPY

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 25, 1973

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. EHS-T-5025(20)

FROM L. H. Young
Office Engineer

SUBJECT Request Contract Acceptance

Contract 7761, Work Completed April 20, 1973

Project Portland City-Wide Traffic Signals

Highway Various City Streets (Unit C)

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent you final acceptance of the contract work.

Acceptance Date June 29, 1973

Conditions not acceptable: None

G. L. Green
Division Engineer

cc: F. B. Klaboe
L. H. Young

RECEIVED
STATE HWY ENGR
JUL 3 '73
REFER TO
Coulter
FOR
Instr. | Inves. | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER
7-3-73
cy Contr.

5

OREGON STATE HIGHWAY DIVISION

7761

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE April 24, 1973

Federal-aid Project No. FHS-T-5025(20)

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7761 State Force Order No. 3

Project Portland City-Wide Traffic Signals (Unit C)

Highway Various City Streets

County Multnomah

The order covers City of Portland forces replacing a conventional signal head with a programmed pedestrian signal head. This work is necessary to improve pedestrian safety at the intersection. It is in the public's interest for city forces to perform this work since the contractor has nearly completed his work. A credit will also be made for the salvaged signal head as agreed to by the Federal Highway Administration Area Engineer.

This work conforms to the requirements of PPM 21-6.2 as required for Federal participation. The estimated total cost of work to be done under this order is $360.00 with Federal participation of $216.00. Reimbursement on an actual cost basis is requested.

Attached are copies of letters from the Assistant Metropolitan Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on April 16, 1973.

Your approval as of April 16, 1973 is requested.

Attach.

JK:dgk

April 11, 1973

Mr. Wayne Oberding
State Highway Coordinator
City Hall
Portland, Oregon 97204

Unit C.

Dear Mr. Oberding:

Returned herewith are two City of Portland invoices for Force Account work performed as part of TOPICS projects EHS-T-5025(19) & (22).

Before these bills can be paid they will have to be approved by State's Resident Engineer and Metropolitan Engineer.

Please forward the invoices to the proper City office and request that these and all future invoices involving TOPICS projects be submitted to the Resident Engineer for the particular TOPICS project involved. He will review them, have any necessary deletions or additions made, and then forward them to the Metropolitan Engineer with his recommendation.

If this procedure is followed unnecessary delays in payment to the City may be avoided.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt
Encl.

cc: A. E. Johnson
R. L. Schroeder
V, E. Skoog
R. N. Bothman

ENGR. ASST. OE AE UE

77761

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Christianson
C Hoefler

3-16-73

CONSTRUCTION INSPECTION REPORT (PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
cst

(Check appropiate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Multnomah	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
3/16/73	P. E. O'Neil, Asst Area Engr K. L. Almquist, Highway Engr Trainee	T-5025(20)

IN COMPANY WITH
Jerry Street, Resident Engineer, OSHD.

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	104 %	60 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT
MAR 28 1973
REG . . . .

PORTLAND CITY-WIDE TRAFFIC SIGNALS
UNIT C, CITY-WIDE STREETS
Installation of Traffic Signals

1. SCOPE OF INSPECTION

The purpose of this inspection was to review the contractor's construction procedures and the State's inspection procedures and documentation of pay items.

2. SUMMARY OF FINDINGS

a. Two problems were noted with the octagonal poles used on this project. The first problem was aligning the pole base and mast arm correctly in relationship to the roadway. The other problem with these poles is that the mounting brackets for the pedestrian signal heads are designed for use on round poles. The brackets could still be attached to the poles by the specified stainless steel straps but the fit was not as good as on a round pole.

3-29-73 Corrective action taken

b. The design for mounting control boxes to the concrete bases specified a two-bolt center connection. This method does not appear to be sufficient as a slight rotational movement could be detected when force was applied to either end of the control boxes.

c. The type of mounting brackets used to attach the pedestrian signal heads to wood poles had the lag screws placed one above the other. This type bracket, however, does not appear to give the lateral stability that could be obtained with mounting brackets placing the lag screws horizontally.

d. At the Capitol Highway and Beaverton Highway intersection, the pedestrian button is placed on an island. The pedestrian must cross the lane carrying westbound traffic from Capitol Highway to Beaverton Highway to get to the pedestrian button.

(more)

e. The mast arms at some of the installations were fabricated incorrectly giving a greater degree of curvature than specified.

f. The documentation of the pay items was found satisfactory.

3. RECOMMENDATIONS AND ACTIONS TAKEN

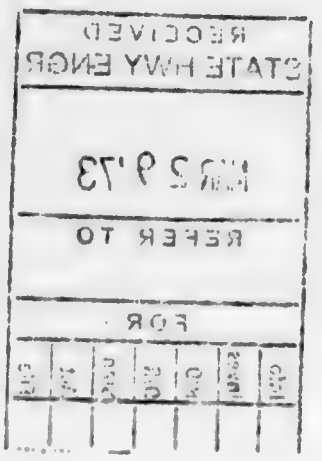
a. It is recommended in the future that care must be taken when placing the pole so that the mast arm and pole do not require the skewing of the pole base to get proper alignment in relation to the roadway.

b. It is recommended that a four-bolt type connection be used to fasten the control boxes to the concrete pedestals. The resident engineer indicated that the control boxes now in place will be adjusted to alleviate the present problem.

c. As stated in the stage inspection report covering Unit B, the mounting brackets placing the lag screws horizontally would provide a more rigid connection than placing them vertically as done on this unit. The resident engineer will be checking with the manufacturer on the feasibility of the horizontal type mounting bracket.

d. It is recommended that an advance pedestrian crossing sign be placed on the westbound lane of Capitol Highway to warn the driver of the pedestrian crossing.

e. The resident engineer stated that the curvature of the mast arms would be corrected in the field by the manufacturer.



7761

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 26, 1973

TO C. L. Green, Division Engineer
~~E. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project No. EHS-T-5025(20)

ORIGINAL SIGNED BY
R. D. ASSUMY

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7761 Extra Work Order No. 3

Project Portland City-Wide Traffic Signals, Unit C

Highway Various City Streets

County Multnomah

This order covers the cost of slide removal work required to clear work areas at the west end of the St. Johns Bridge. The contractor had started the excavation for the 25 foot mast arm pole base footing and the backfill of a 10 inch drain pipe when work was stopped by the State to allow for investigation of a possible redesign of the intersection. During this stop period the area was hit by a severe ice storm. When the contractor was told to resume work the slide had occured. Due to the difficulty in determining if the slide was the result of the unfinished condition of the work or of the weather conditions the contractor's responsibility for the work cannot be established.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer January 15, 1973.

Your approval as of January 15, 1973 is requested.

Attach.

BMW:dgk

RECEIVED
DEC 8 - 1972
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: November 30, 1972

In reply refer to: 10-35-DA

TO: Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

7761

FROM: Mr. G. L. Green, Division Engineer
Salem, Oregon

12-8-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

SUBJECT: Oregon Project EHS T-5025(20
Portland City-Side Traffic Signals
State Force Order No. 2
Total Estimated Amount of the Order - $811.00
Federal Participation - $486.60

Reference is made to Mr. Young's letter of November 24, concerning the subject order.

The use of State Forces is approved as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $811.00 with Federal participation of $486.60.

Enclosure
State Force Order No. 2

RECEIVED
STATE HWY ENGR
DEC 7 '72
REFER TO
FOR
Info | Invest | R/W | Dir | Sign | Act | File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

Nov 24 1972
7761

November 24, 1972

TO S. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

Federal-aid Project
No. ____DHS-T-5025(20)____

SUBJECT Request Change Order Approval

Contract 7761, State Force No. 2

Project Portland City-Wide Traffic Signals

Highway Various City Streets (Unit C)

County Multnomah

The order covers permanent striping by State Forces on two intersections which involve State highways. The contractor is neither properly equipped nor staffed to perform the work contemplated under this order and it would not be appropriate for City Forces to perform this work on the State Highway System. The State has the necessary special equipment and trained personnel to perform the work most economically.

The striping will conform to the standards of the Manual on Uniform Traffic Control Devices as required for participation under the provisions of Para. 6 of PPM 21-15.

The estimated total cost of work to be done under this order is $811.00 with Federal participation of $486.60. Reimbursement on an agreed unit price basis is requested. Unit prices to be used will be those in effect at the time the work is done.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on October 2, 1972.

Your approval as of October 2, 1972 is requested.

Attach.

JKsel

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 110098

FORM A-150 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
10-25-72	cc 1337	

CREDIT DISTRIBUTION

26-0610-299

. City of Portland
. City Hall
. Portland, Oregon 97204
.

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Wayne Oberding, State Highway Coordinator			
			$ 56,600.00
Advance Deposit			
Partial transfer of advance deposit for construction of Unit "C" of the Citywide Traffic signals TOPICS Pwoject. Contract # 7761			$ 46,600.00
Covered by agreement dated 11-16-71			
			$ 10,000.00
to be retained			

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $----------

By----------

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF PORTLAND
CITY HALL
PORTLAND, OREGON 97204
Attention of Wayne Oberding
State Highway Coordinator

Request No. (assigned by staff engineer or head of division) cc 1337

Date October 24, 1972

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

EHS-T-5025(20)

Itemized Statement:

ADVANCE DEPOSIT $56,600

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of Unit "C" of the Citywide Traffic Signals TOPICS Project. Contract #7761 Covered by agreement dated 11/16/71.		46,600
		TO BE RETAINED		$10,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 56,600

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
26-0610-299

Submitted by:
Richard Bladorn RICHARD BLADORN

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

RECEIVED
OCT 25 1972

FOR FILING

7761

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 25, 1972

TO H. S. Coulter
Metropolitan Engineer

FROM ORIGINAL SIGNED
R. W. ELLISON
R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT Portland Citywide Traffic Signals
Unit C
Multnomah County
Contract 7761
Signal and Attenuator Changes

Attached are five prints of Drawing No. T.E.S. 2543 which details revisions to the traffic signals at the intersection of N. W. St. Helens Road and Kittridge Avenue. This revision changes the signal suspension from mast arm to span wire which will improve safety by eliminating the need for a raised island in St. Helens Road.

This item has been discussed and approved by the Federal Highway Administration. A preliminary discussion has already been held with Jerry Street, Resident Engineer, and the Traffic Section.

Attached are copies of the estimate for this work. This estimate does not reflect credit for the original specified installation. As the original specified installation is partially fabricated the resident will have to determine payment for that work done and credit the State for that work not completed.

In addition to the above change the impact attenuators which were to be installed at this intersection will be installed at the intersection of the Beaverton-Hillsdale Highway and the Capitol Highway and possibly one other intersection. We understand you are already working on this revision and deciding on the new location. We have also discussed this change with the Federal Highway Administration and have their tentative approval.

DOC/ag
Attachs.
cc A. E. Johnson
Jerry Street w/2 attachs.
J. H. Wood w/1 attach.
F. E. Terpin w/1 attach.
John Bond w/1 attach.
L. E. George w/1 attach.
E. J. Valach w/7 attachs.
Note: Mr. Valach-Please return two sets with your approval noted thereon.

RECEIVED
OCT 26 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
OCT 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

7761

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE October 2, 1972

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

Federal Aid Project
No. EHS-T-5025(20)

SUBJECT Request Change Order Approval

Contract 7761, Extra Work Order No. 2

Project Portland City-Wide Traffic Signals (Unit C)

Highway Various City Streets

County Multnomah

This order covers the additional cost to adjust signal pole footings that come into conflict with existing underground utilities and the relocation of the drainage facility located on the west side of N.W. Bridge Avenue.

Adjustments to signal pole footings will be made at those locations where the utility company will not allow its pipe to be encased in the footing. The drainage facility must be relocated to allow placement of the traffic signal pole foundation which cannot be moved due to its particular location.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer September 7, 1972.

Your approval as of September 7, 1972 is requested.

Attach.

BMW:dg

STATE COPY

MONTHLY TRANSACTION NUMBER 9-33	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 4	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 9-6-72	COUNTY Multnomah
MODIFICATION NUMBER 1		PROJECT NUMBER BHS-T-5025(20)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 3, 19 72, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 200,312	$ 222,312
Federal Funds	$ 127,318	$ 141,301
Other revisions		

This modification is made for the following reasons:

Include authorized work by City of Portland forces previously retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 6th day of September, 1972.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Bunten

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
Acting (Division Engineer)

G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

Oregon State Highway Division

Federal Aid
Project No. EHS-T-5025(20)

PORTLAND CITY-WIDE TRAFFIC SIGNALS (UNIT 'C')

CITY STREETS (PORTLAND) MULTNOMAH COUNTY

Salem, Oregon, August 29, 1972

Revised Project Agreement Estimate.

Type Code Y031
Traffic Signals (at 8 Intersections)

Temporary Protection and Direction of Traffic	All Required	$ 3,120.00
Asphalt Islands	All Required	2,017.00
Impact Attenuators	All Required	20,885.00
N.W. Bridge Ave. at St. Johns Br.	All Required	23,585.00
St. Helens Rd. at NW Kittridge	All Required	21,375.00
NW Glisan at 23rd Ave.	All Required	6,786.00
SE Holgate at 72nd Ave.	All Required	12,027.00
Capitol Highway at Beaverton Highway	All Required	18,326.00
SW Multnomah at 45th Ave.	All Required	28,332.00
SW Terwilliger at Boones Ferry Road	All Required	25,345.00
Johnson Cr. Rd. at 45th Ave.	All Required	17,904.00
		$179,702.00
Flagging (60% of Contractor's Cost)	All Required	$ 2,400.00
SFO #1 Channelization at St. Intersections by City Forces	All Required	20,000.00
		$ 22,400.00
	Subtotal	$202,102.00
	10% Engr. & Cont.	20,210.00
	Total	$222,312.00

Length of Project - - - - - 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Traffic Signals	$222,312.00	$141,301.00	$40,505.50	$40,505.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 193.

Group 1 100%

Contract No. 7761

Prefix 26-0610

7761.

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 7-4	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 5-3-72	COUNTY Multnomah
		PROJECT NO. EHS-T-5025(20)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City of Portland (Unit "C" Portland City-Wide traffic signals)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-3-72	0.0
OTHER (Specify)		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 200,312	$ 127,318

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Watts
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
Acting (Division Engineer)

G. L. Green JUL 3 1972

Date executed by Division Engineer _____

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City Agreement approved by the Highway Commission on May 4, 1971.

GPO 906-714

Oregon State Highway Division

Federal Aid
Project No. EHS-T-5025(20)

PORTLAND CITY-WIDE TRAFFIC SIGNALS (UNIT 'C')

CITY STREETS (PORTLAND) MULTNOMAH COUNTY

Salem, Oregon, June 26, 1972

Project Agreement Estimate.

Type Code Y031
Traffic Signals (at 8 Intersections)

Temporary Protection and Direction of Traffic	All Required	$ 3,120.00
Asphalt Islands	All Required	2,017.00
Impact Attenuators	All Required	20,885.00
N.W. Bridge Ave. at St. Johns Br.	All Required	23,585.00
St. Helens Rd. at NW Kittridge	All Required	21,375.00
NW Glisan at 23rd Ave.	All Required	6,786.00
SE Holgate at 72nd Ave.	All Required	12,027.00
Capitol Highway at Beaverton Highway	All Required	18,326.00
SW Multnomah at 45th Ave.	All Required	28,332.00
SW Terwilliger at Boones Ferry Road	All Required	25,345.00
Johnson Cr. Rd. at 45th Ave.	All Required	17,904.00
		$179,702.00
Flagging (60% of Contractor's Cost)	All Required	$ 2,400.00
	Subtotal	$182,102.00
	10% Engr. & Cont.	18,210.00
	Total	$200,312.00

Length of Project - - - - - 0.0 mile

Retain in Program Status

Channelization at Street Intersections by City Forces	All Required	$ 20,000.00
	Subtotal	$ 20,000.00
	10% Engr. & Cont.	2,000.00
	Total	$ 22,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Traffic Signals	$200,312.00	$127,318.00	$36,497.00	$36,497.00
Retained in Program	22,000.00	13,983.00	4,008.50	4,008.50
Total	$222,312.00	$141,301.00	$40,505.50	$40,505.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 193.

Group 1 100%

Contract No. 7761

Prefix 26-0610

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: August 23, 1972

In reply refer to: 10-35-DA

FROM : Mr, G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon T-5025(20)
Portland City-Wide Signals (Unit "C")
City of Portland
State Force Order No. 1
Total Estimated Amount of the Order - $20,000.00
Federal Participation - $12,000.00

Reference is made to Mr. Young's letter of August 10 concerning the subject order.

We are approving the use of City Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The City can perform this work on a fluctuating schedule to fit the contractors work and cause least disruption to the traveling public.

2. The City has the necessary equipment and trained personnel to perform the work most economically. The work was approved earlier as a P.S.&E. consideration.

Work to be performed should be in conformance with the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be on an actual cost basis. An approved copy of the order is returned herewith.

Enclosure
State Force Order No. 1

RECEIVED
AUG 28 1972
PROGRAMING SECTION

8-28-72
REFERRED TO
Young

RECEIVED
STATE HWY ENGR
AUG 25'72
REFER TO
FBK
FOR
Info | Leaves | R/D | O/R | Sign | ? | File

cc: F. BLADORN 8-28-72.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

Form FA-108 (Rev. 8-70)

STATE COPY G-11

OREGON STATE HIGHWAY DIVISION

APPROVED EFFECTIVE DATE 7-3-72
Contingent upon modification of project agreement if additional funds are required
BY ..... Dist. 7761
DATE 8-23-72
FEDERAL HIGHWAY ADMINISTRATION

STATE FORCES NOT INVOLVED

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. .....
Order No. 1

Section Portland City-Wide Traffic Signals Date June 19, 1972

Highway Various City Streets (Unit C) F.A.P. No. EHS - T - 5025(20)

County Multnomah Prefix 26-0610 Account No. 283 277-01

Description of Work To Be Done: Payments to the City of Portland for minor street work performed by the City of Portland in conjunction with the installation of signals at two intersections on this contract. Work includes, but not limited to excavation, embankment, drainage pipes, inlets, curbs, sidewalks, driveways, pavement, electrical conduit, island lights, topsoil and landscaping.

This work has not been started.

Location by Station Numbers: Two intersections as follows:

1. S.W. Terwilliger Boulevard and S.W. Boones Ferry Road.
2. S.W. Bertha-Beaverton Highway and S.W. Capitol Highway.

Estimate of Quantities and Costs:

Total estimated cost ---------- $ 20,000.00
(City of Portland will be paid on an actual cost basis)

approval recommended
PED

Explanation: Work by the City of Portland was an additional anticipated item and the sum of $ 20,000.00 is included in the construction authorization for this contract.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 229,385.77
Present estimate of project cost, including $ 20,000.00 for work under this order	$ 220,291.18
Expected under-run (amount) UNDERRUN	$ 9,094.59
Expected under-run (per cent) UNDERRUN	3.96%

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street
Resident Engineer

Approval Recommended: Edward T. Schmidt
Regional Engineer

Approval Recommended: Duane O. Christensen
For: FH Lowe
Construction Engineer or Bridge Engineer

Approved: Approved
Construction Engineer

Asst. State Hwy. Engr.

SP*73830-734

RECEIVED
FOR FILING

7761

August 10, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. HES-T-5025(20)

FROM George H. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7761 State Force Order No. 1

Project Portland City-Wide Traffic Signals (Unit C)

Highway Various City Streets

County Multnomah

This order covers reimbursement of the City of Portland for work performed by City Forces in conjunction with the installation of traffic signals at the intersections of S.W. Terwilliger Blvd. and S.W. Boones Ferry Road and S.W. Bertha-Beaverton Highway and S.W. Capitol Highway.

The estimated cost of this work is $20,000.00 with Federal participation in the amount of $12,000.00. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer July 3, 1972.

Your approval as of July 3, 1972 is requested.

Attachments

BHW:jm

RECEIVED
JUL 1 1972

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. SLEVIN
JAMES P. GRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MC CULLOCH
FRANK C. MC KINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

July 5, 1972

Mr. Tom Edwards
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: In the matter of the application of the State Highway Commission for installation of traffic signals at existing intersection of N. W. Kittridge Avenue and N. W. St. Helens Road in the City of Portland, Multnomah County, Oregon in Section 19, Township 1 North, Range 1 East, W.M.

SXF 586 PUX 822

NOTED
F. B. KLABOE

Dear Tom:

Herewith I hand you a copy of Order No. 72-506 issued by the public Utility Commission under date of June 28, 1972, relative to the above subject matter.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:gv

Enclosures

cc: C. R. Burghardt
F. B. Klaboe
C. T. Keasey
R. N. Bothman
H. S. Coulter
L. E. George
T. W. Litchfield
Donald R. Adams
R. P. Hamilton
H. S. Cox

NOTED
TOM EDWARDS

JUL 6
JUL 6 1972

Order No. 72-506

Crossing No. 8P-004.00

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 586

In the Matter of the Application of the State Highway Commission for installation of traffic signals at existing intersection of N.W. Kittridge Avenue and N.W. St. Helens Road in the City of Portland, Multnomah County, Oregon in Section 19, Township 1 North, Range 1 East, W. M.

ORDER

On March 21, 1972, the State of Oregon, by and through its State Highway Commission, duly filed an application with the Commissioner seeking authority to alter an existing grade crossing over the tracks and right of way of Burlington Northern, Inc. at Kittridge Avenue in Portland, Multnomah County, Oregon. The alteration project consists of installing interconnected traffic signals at the intersection of Kittridge Avenue, St. Helens Road and the Burlington Northern, Inc. tracks.

Copies of the application were duly served upon Burlington Northern, Inc., Multnomah County and the City of Portland, Oregon.

By letter dated April 7, 1972, Burlington Northern, Inc. requested an extension of time in which to file its answer due to some questions regarding technical matters.

On April 12, 1972, applicant filed amendments to the application as well as a set of revised drawings.

Copies of the amendments and revised drawings were duly served upon all parties of interest.

Due consideration has been given to all representations in the application, amendments and responses thereto. No matters within the scope of ORS Chapter 763 remain in issue and no hearing will be required.

Based upon the application, amendments thereto, the files and field investigation of the Commissioner, it is found that the application as amended should be granted upon the following terms and conditions; it is therefore

ORDERED that

(1) Authority to alter the crossing by installing and operating traffic signals as requested herein is hereby granted.

(2) Applicant shall install standard three-phase traffic signals and bear 80 percent of the costs of said installation.

(3) The City of Portland shall bear the remaining 20 percent of the costs of installing the traffic signals and maintain said signals at its own cost and expense.

(4) Burlington Northern, Inc., at its own expense, shall install and maintain all track circuitry necessary to interconnect and pre-empt the traffic signals ordered herein.

Made, entered and effective JUNE 28 1972.

PUBLIC UTILITY COMMISSIONER OF OREGON

Diarmuid F. O'Scannlain, acting for
Public Utility Commissioner

RECEIVED
JUN 29 1972
FOR FILING

7761

June 28, 1972

W. R. Grace Company
437 N. W. 16th Avenue
Portland, Oregon 97209

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7761 for traffic signal installation on the Portland City-Wide Traffic Signals (Unit C) Project in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

bc C. T. Kelsey
Walt Hart
L. H. Young
Attn: Vince Gallagher
H. S. Coulter
Jerry Street

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 22, 1972

TO Glen L. Green, Acting
XXXXXXXXXX
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways
by L. H. Young
L. H. Young
Programing Engineer

SUBJECT **Concurrence in Award**

Confirmation of your tentative concurrence as of June 1, 1972, is requested in the award of contract for the Portland City Wide Traffic Signals (Unit C) Section, Project No. EHS-T-5025(20).

The contractor receiving the award is W. R. Grasle Co. in the amount of $179,702.00, with Contract No. 7761 assigned. This bid was received on May 25, 1972 and awarded on June 7, 1972.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date JUN 2 . 72

I concur in the award.

Glen L. Green
Acting Division Engineer

NOTED
R. N. CHASE

RECEIVED
JUN 26 1972
PROGRAMING SECTION

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

7761

HIGHWAY BUILDING • SALEM, OREGON • 97310 June 7, 1972

Mr. Wayne L. Oberding
State Highway Coordinator
City Hall
Portland, Oregon 97204

Re: TOPICS Project EHS-T-5025(20)
Unit "C"
Citywide Traffic Signals

Dear Mr. Oberding:

This will acknowledge receipt of the City of Portland's warrant, No. 14683, in the amount of $56,600, which is the correct amount required as an advance deposit for the subject project.

The contract for this project will be awarded today.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Richard O. Bladorn

for H. S. Cox
County and City Engineer

RB:ljt

bc: R. L. Schroeder
L. H. Young
L. E. George
H. S. Coulter
V. E. Skoog:

NOTED
R. L. SCHROEDER

Warrant No. 14683 for $56,600

Rec'd 6/7/72 by _____

RECEIVED
JUN 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

14683

PLEASE DETACH BEFORE DEPOSITING

AUD 10-825-300 /6-71

REMITTANCE ADVICE

PURCHASE ORDER DATE	PURCHASE ORDER NUMBER	YOUR INVOICE NO.	GROSS AMOUNT OR CREDIT MEMO ◇	DISCOUNT	NET AMOUNT	ACCOUNT DISTRIBUTION FUND	FUNCTION	OBJECT	G/L
CONTRACT 13255 DEPOSIT FOR COSTS ON TOPICS PROJECTS EMS-T T025 20 UNITS A,B,C			56600.00		56600.00	505	6601	285	319
61.72									

CITY OF PORTLAND, OREGON

GEORGE YERKOVICH
AUDITOR OF THE CITY OF PORTLAND

OFFICE OF CITY AUDITOR

GEORGE YERKOVICH
CITY AUDITOR

CITY OF PORTLAND
OREGON

June 6, 1972

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: H. S. Cox, County and City Engineer

Gentlemen:

Enclosed is City of Portland Warrant No. 14683 in the amount of $56,600.00 for deposit for costs on topics projects, EHS-T-T025, (20) Units A,B,C, as per attached Remittance Advice.

Yours truly,

GEORGE YERKOVICH

Auditor of the City of Portland
By: Sylvia L. Bedemeier

Deputy

SLB:jp
Encl.
Certified Mail
Return Receipt Requested

RECEIVED
COUNTY & CITY SECTION
JUN 7 - 1972

RECEIVED
JUN 8 - 1972
FOR FILING

7761

June 7, 1972

W. R. Grasle Company
437 N. W. 16th Avenue
Portland, Oregon 97209

Gentlemen:

The State Highway Commission on May 31, 1972, accepted your proposal on the Portland City-wide Traffic Signals (Unit C) Project on various city streets in Portland in Multnomah County for the sum of $179,702 and referred it to the Administrator of Highways with authority to award the contract as soon as the Federal Highway Administration and the City of Portland approve the project and the City deposits $36,600.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7761.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., Portland, Ore.
C. T. Keasey
Walt Hart
H. S. Coulter
Jerry Street
William Geibel (SAIF)

(Rev. 2-69)

OREGON STATE HIGHWAY DEPARTMENT

Changes in Plans, Specifications, Quantities
and Cost Estimates Between Advertising
and Letting Dates

Federal-Aid Projects

Letting Date May 25, 1972 Project Name Portland City-Wide Traffic Signals

FA No. EHS-T-5025(20) Hwy. Various City Streets (Unit C) Co. Multnomah

Changes:

(1) Revised T.E.S. Drawing Nos. 2544 and 2551 to clarify strain pole notation.

Discussed with BPR May 15, 1972, by J. Butler

BPR Recommendation: Revise strain pole notation.

by C. T. Christianson

OSHD Action Recommended: Revise strain pole notation.

by Ed Hardt Date 5-12-72

Action:

by Date

Distribution:
Original to Specifications Engineer
2 copies to Federal-Aid Engineer

bc: R. L. Schroeder
L. H. Young
H. S. Coulter

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 25, 1972

Mr. Wayne L. Oberding
State Highway Coordinator
City Hall
Portland, Oregon 97204

Re: TOPICS Project EHS-T-5025(20)
Unit "C"
Citywide Traffic Signals

7761

Dear Mr. Oberding:

The Highway Commission opened bids today on the subject project. The apparent low bid was submitted by W. R. Grasle Company of Portland.

The anticipated cost based on the low bid is as follows:

Contractor's bid		$179,702
Additional anticipated items:		
Flagging		2,400
Force Account Units A, B, & C		40,000
		$222,102
Engineering & Contingencies (13½%)		29,984
		$252,086
Estimated preliminary engineering to date (State & City) Units A,B,& C		30,914
	TOTAL	$283,000

City's Advance Deposit:

20% of TOTAL $ 56,600

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check (in the amount of $56,600) payable to the Oregon State Highway Commission and FORWARD IT TO Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem 97310.

Very truly yours,

George M. Baldwin
Administrator of Highways

By RICHARD BLADORN

for H. S. Cox
County and City Engineer

RECEIVED
MAY 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RB:ljt

NOTED
R. L. SCHROEDER

~~Beg. Items~~

Contr. Bid	179,702
Add items	
Flagging	2400
Force Acct - Unit "A"	5100
Unit "B"	14900
Unit "C"	20,000
→	222,102
(13.5%) Engr & Cont	29,984
→	252,086
Est PE to date Units A, B & C.	30,914
	283,000

Adv dept (.20)(283,000) = 56,600

PORTLAND TRAFFIC SIGNALS

STATE P.E (April 8866.35) — $10,000 (12, 13,

CITY P.E. (21,393) — 21,000

CITY FORCE ACCOUNT WK — $31,000 TOT.

UNIT "A" 5,100

"B" 14,900

"C" 20,000

"ZC (SF)

$40,000 TOT.

91,000

PORTLAND CITY-WIDE TRAFFIC SIGNALS (UNIT C)

VARIOUS CITY STREETS

MULTNOMAH COUNTY

FAP No. EHS-T-5025(20)
Installation of Traffic Signals

Bids Received May 25, 1972

1.	Temporary Protection and Direction of Traffic	All Specified	$ 4,000.00
2.	Asphalt Islands	All Specified	600.00
3.	Impact Attenuators	All Specified	14,400.00
	TRAFFIC SIGNALS		
4.	N.W. Bridge Ave. at St. Johns Br. Installation	All Specified	21,800.00
5.	St. Helens Rd. at N.W. Kittridge Installation	All Specified	20,700.00
6.	N.W. Glisan at 23rd Ave. Installation	All Specified	9,350.00
7.	S.E. Holgate at 72nd Ave. Installation	All Specified	16,200.00
8.	Capitol Hwy. at Beaverton Hwy. Installation	All Specified	16,680.00
9.	S.W. Multnomah at 45th Ave. Installation	All Specified	23,000.00
10.	S.W. Terwilliger at Boones Ferry Rd. Installation	All Specified	22,850.00
11.	Johnson Cr. Rd. at 45th Ave. Installation	All Specified	15,000.00
		For Comparison of Bids	$ 164,580.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$164,580.00	179,702
Anticipated Additional Items:			
Flagging (State Share)	2,400.00		
City of Portland	20,000.00		
		22,400.00	
		$186,980.00	
Engr. & Cont. (13 1/2%)		25,242.30	
Estimated Net Authorization, Constr.		$212,222.30	

5-25-72 2:25 PM
Phoned info to Oberdeing

SAFECO INSURANCE COMPANIES
GENERAL INSURANCE COMPANY OF AMERICA
4347 BROOKLYN AVENUE NORTHEAST, SEATTLE, WASHINGTON 98105

BID RESULTS

PROJECT NO. #14

Portland City-wide Traffic Signals (Unit C) Various city streets in Portland, MULTNOMAH COUNTY

OWNER: Oregon State Highway Department

DATE: May 25, 1972 PAGE: 1 of 1

1. WR GRASLE PORTLAND
2. Christianson "
3.
4. W R GRASLE Co. Inc. -
5.
6.
7.

8.
9.
10.
11.
12.
13.
14.

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. Temp. Prot. & Direction of Traffic	1	3120	1600	
	L.S. Asphalt Islands	2	2017	1850	
	L.S. Impact Attenuators	3	20,885	19386	
	L.S. N.W. Bridge Ave. at St. Johns Br. Install.	4	23,585	24,900	
	L.S. St. Helens Rd. at N.W. Kittridge Install.	5	21,375	24,300	
	L.S. N.W. Glisan at 23rd Ave. Install.	6	6786	9700	
	L.S. S.E. Holgate at 72nd Ave. Install.	7	12,027	15,200	
	L.S. Capitol Hwy. at Beaverton Hwy. Install.	8	18,326	19,200	
	L.S. S.W. Multonomah at 45th Ave. Install.	9	28,332	25,100	
	L.S. Installation S.W. Terwilliger at Boones Ferry Rd.	10	25,345	25,800	
	L.S. Johnson Cr. Rd. at 45th Ave. Install.	11	17,904	19,815	
			179,202	187,351	

+ 9.2 %

EST. - 169,580

TOPICS

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S-403 R11 6/71

U. S. DEPARTMENT OF TRANSPORTAT[illegible] FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-12-72

FE[illegible]AL AID PROJECT NO.
E[illegible]-T-5025(20)

STATE PROJECT NO.
PORTLAND CITY-WIDE TRAFFIC SIGNALS UNIT "C"

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
T-36D

COUNTY NAME
MULTNOMAH

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
MAY 3, 1972	MAY 3, 1972	VARIOUS / CITY STREETS

GENERAL LOCATION:

CITY OF PORTLAND

GENERAL DESCRIPTION OF WORK:

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $2,400.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [x] OTHER (Specify) CONTRACTOR'S FLAGGING $2,400.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S MAY 2, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
MAY 17 1972
PROGRAMING SECTION

5-17-72

Young

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-12-72	for R. E. Simpson	for DIVISION ENGINEER

FORM PR-1240 (REV. 6-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Vince 5-18-72

RECEIVED
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

May 10, 1972

Burlington Northern Inc.
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

NOTED F. B. KLABOE

Re: Construction Plans
Kittridge Avenue Signalization
Unit "C"
Portland City-wide Traffic Signals
Multnomah County
Your File: Willbridge-4
SXF 586 PUX 822

Gentlemen:

On May 25, 1972, the Oregon State Highway Division will open bids for the installation of traffic signals at eight intersections throughout the City of Portland. Among these intersections to be signalized will be N.W. St. Helens Road and Kittridge Avenue. Enclosed you will find three sets of construction plans and special provisions for this project. Details of this installation are shown on Traffic Engineering Section Drawing No. 2543 and Bridge Section Drawing Nos. 28138 and 28139.

Your attorney, Mr. James Warren Cook, has advised that Burlington Northern Inc., has no objection to the signalization proposed. We assume you will proceed with the installation of appropriate track circuitry which will be interconnected with the traffic signals when they are installed.

The Resident Engineer for this project will be Mr. Jerry Street, 5821 N.E. Glisan, Portland, Oregon 97213, telephone 229-5995.

Very truly yours,

George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: Mr. James Warren Cook
1201 American Bank Building
Portland, Oregon 97205

Mr. L. V. Topaz - PUC
E. B. Klaboe
R. L. Schroeder
L. E. George
Jack Sollis
H. S. Coulter
Jerry Street
Jack Hesla

RECEIVED
MAY 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

P.V. VOUCHER No. Final Voucher

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6) 5-3-72

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO (Insert official or depositary named in project agreement)

PAID BY

ADDRESS Treasurer of the State of Oregon

Capitol Building
Salem, OR 97310

(For use of Paying Office)

STATE Oregon

FEDERAL AID PROJECT NO. EHS-T-5025(20)

VOUCHER PERIOD: FROM 5-3-72 TO 1-17-74

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$281,980.53	$220,082.53	63.65%	$145,811.03	$141,301.00	$4,510.03	

BY DATE

BY DATE

BY DATE

REMARKS

Oregon

V. E. Skoog
Controller

$4,510.03

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Portland City-Wide Traffic Signals (Unit "C")					
	Multnomah County					
	Construction					
	Type Code Y031					
	Traffic Signals (at 8 Intersections) (Contr. 7761)					
	Final Contract Payment Summary	Lump Sum			$184,967.36	
SFO #1	Work by City of Portland St. Dept.	All Required			22,043.80	
SFO #2	Permanent Traffic Lines	All Required			588.00	
SFO #3	Replacement of Ped. Signals by Portland	All Required			558.19	
				Total Construction Cost	$208.157.35	
	Construction Engineering					
	State	All Required			$ 20,815.74	
	Miscellaneous Project Cost					
	Utility Audit Expense	All Required			$ 109.44	
				Total Participating Cost	$229,082.53	
	Nonparticipating Items					
SFO #2	Permanent Traffic Lines	All Required			$ 23.77	
	Construction Engineering	All Required			2,874.51	
				Total Nonparticipating Cost	$ 2,898.28	
				Total Cost	$231,980.81	

AMOUNT CARRIED FORWARD....

FORM PR-20A (6-71)

GPO 914-021

Summary of Completed Federal Aid Work

Portland City-Wide Traffic Signals (Unit C)

EHS-T-5025(20)

Description	Type Code	Total Cost	F.A. Funds	Total Length
Traffic Signal (at 8 Intersections)	Y031	$231,980.81	$145,811.03	0.00 Mile

RECEIVED
MAY 2 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7761

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 2, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer
P.S. & E.

SUBJECT

Complete P.S. & E. documents have been submitted to your department for each of the following federal-aid projects, and accordingly we are requesting your authorization to advertise for bids to be received on May 25, 1972.

EHS-I-5-2(71)68	Garbage Dump Rd. Intchge.-Jumpoff Joe Cr. Section
EHS-I-80N-4(24)134	Arlington Section
EHS-I-80N-6(55)256	La Grande Section
EHS-I-80N-7(36)343	Lime Section
EHS-T-5025(20)	Portland City-Wide Traffic Signals (Unit "C")
EHS-T-5011(3)	Pacific Ave. at "B" Street (Forest Grove)
T-5022(1)	Newmark St.-S. City Limits (N. Bend)
BR-S-23-015(1)	Snake River (Adrian) Bridge

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 71 of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precautic to protect their interests. There are no special measure planned as project expenditures for fish and wildlife protection on this project.

In compliance with paragraph 7k of PPM 21-12, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing. This statement is supported by the attached right-of-way status reports.

On all the above interstate projects, rights-of-access, including utilities, to or from abutting property are either (1) denied by law; (2) have been acquired; or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the States contractor's operations. This statement is supported by the attached utility railroad status report.

Attach.

DAR:dg

Oregon State Highway Division

Federal Aid
Project No. EHS-T-5025(20)

PORTLAND CITY-WIDE TRAFFIC SIGNALS (UNIT 'C')

CITY STREETS (PORTLAND) MULTNOMAH COUNTY

Salem, Oregon, May 1, 1972

P.S. & E. Estimate

Type Code Y031
Traffic Signals (at 8 Intersections)

Temporary Protection and Direction of Traffic	All Required	$ 4,000.00
Asphalt Islands	All Required	600.00
Impact Attenuators	All Required	14,400.00
N.W. Bridge Ave. at St. Johns Br.	All Required	21,800.00
St. Helens Rd. at NW Kittridge	All Required	20,700.00
NW Glisan at 23rd Ave.	All Required	9,350.00
SE Holgate at 72nd Ave.	All Required	16,200.00
Capitol Highway at Beaverton Highway	All Required	16,680.00
SW Multnomah at 45th Ave.	All Required	23,000.00
SW Terwilliger at Boones Ferry Road	All Required	22,850.00
Johnson Cr. Rd. at 45th Ave.	All Required	15,000.00
		$164,580.00
Flagging (60% of Contractor's Cost)	All Required	$ 2,400.00
	Subtotal	$166,980.00
	10% Engr. & Cont.	16,698.00
	Total	$183,678.00

Length of Project - - - - - 0.0 mile

Retain in Program Status

Channelization at Street Intersections by City Forces	All Required	$ 20,000.00
	Subtotal	$ 20,000.00
	10% Engr. & Cont.	2,000.00
	Total	$ 22,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Traffic Signals	$183,678.00	$116,745.00	$33,466.50	$33,466.50
Retained in Program	22,000.00	13,983.00	4,008.50	4,008.50
Total	$205,678.00	$130,728.00	$37,475.00	$37,475.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 100%

Contract No.

Prefix

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 20, 1972

RECEIVED
COUNTY & CITY SECTION
APR 20 1972
ENGR. COOR. CE TE UE
UPE CE RE RPE

Mr. Ken Wheatley
County Bridge Engineer
Multnomah County
Courthouse
Portland, Oregon

Dear Mr. Wheatley:

Portland City-Wide Traffic Signals
(Unit C)

Enclosed for your information is one print of OSHD Drawing No. 28140.

This drawing shows the final details for attaching the signal pole base to the St. Johns Bridge.

Very truly yours,

George M. Baldwin
Administrator of Highways

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

JHW/ag

cc H. S. Coulter
Co.-City Sec.

RECEIVED
APR 18 1972
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378 -6511

April 12, 1972

Burlington Northern Inc.
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Revised Preliminary Plan
Kittridge Avenue Signalization
Unit "C"
Portland City-wide Traffic Signals
Multnomah County
Your File: Willbridge - 4
SXF 586 PUX 822

Gentlemen:

In response to your letter dated March 29, 1972, we are sending herewith three prints of the revised preliminary plan for the signalization of the above captioned section.

To control the traffic movement from Kittridge Avenue north on to St. Helens Road, we will install a signal as shown on the plan which will provide a flashing red indication at all times except upon the approach of a train. The train will cause the light to change from flashing red to solid red along with the part-time restriction sign stating "TRAIN". To control the movement from northbound on St. Helens Road to eastbound on to Kittridge, we will install a part-time restriction sign which will be activated only upon the approach of a train, at which time it will show the legend "No Right Turn".

The addition of this signalization should provide adequate protection to vehicular traffic.

Corrected prints of our PUC map will be submitted to the Public Utility Commissioner in the usual manner.

This should remove your objections and the need for additional time requested in your Mr. James W. Cook's letter to Mr. O'Scannlain, dated April 7, 1972.

NOTED
E. B. KLABOE

It is assumed the project will be constructed in line with my letter to you dated January 20, 1972. Bids for this project are now scheduled to be opened on May 25, 1972.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: Mr. James Warren Cook
1201 American Bank Building
Portland, Oregon 97205

Mr. L. V. Topaz - PUC w/plan

F. B. Klaboe
R. L. Schroeder
L. E. George
H. S. Cox
J. L. Sollis
L. H. Young
H. S. Coulter
Jack Hesla

RECEIVED
APR 1[illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

T Hwy 2W @ Kittridge

(X-ing 1967 agree channelize)

RECEIVED
COUNTY & CITY SECTION
MAR 31 1972
ENGR. COOR. LE AE UE
UPE CE RE RPE

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 Northwest Hoyt Street
Portland, Oregon 97207
Telephone (503) 228-9111

March 29, 1972

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTENTION: Mr. T. W. Litchfield

Gentlemen:

Please refer to your letter January 20, 1972, transmitting a plan of the proposed traffic signal installation at the Kittridge Avenue-St. Helens Road intersection and Railway intertie.

This plan was presented to our Signal Department in St. Paul for review, and a question has arisen in regard to the highway stop sign for motorists making a right turn from Kittridge onto St. Helens Road. It would be possible for a motorist to stop and concentrate on looking for vehicular traffic, but overlook an approaching train. Another area of similar concern, might be the situation where a north bound vehicle is making the right turn from St. Helens Road to Kittridge. We request that some sort of lighted protection be provided for this traffic lane also.

I understand that the P.U.C. also has questions in regard to this plan, and that a revised plan may be presented in the near future.

H. F. Moy
Regional Manager Engineering

LBK/mcw

File: Willbridge-4

Routing: C

Kessey — RECEIVED — Pease
Bond — MAR 31 1972 — Glenn
Walker — CONSTRUCTION SECTION — Litchfield V
Johnsen — Berg

Copies to:
LE George
HS Cox
HS Coulter
Jack Heila

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

RECEIVED
MAR 22 1972
OFFICE OF

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

March 21, 1972

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. SLEVING
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK G. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

Mr. Diarmuid F. O'Scannlain
Public Utility Commissioner
200 Public Service Building
Salem, OR 97310

Attention: Don Haakenson, Supervisor
Transportation Services

Re: Signal Installation N.W. Kittridge Avenue
Portland, Oregon Burlington Northern Inc.
PUX 822

Dear Mr. Haakenson:

Enclosed, please find an original and five copies of an application on behalf of the State Highway Commission, for a signal installation on N.W. Kittridge Avenue. Would you please make service upon the proper parties and, when it is appropriate, issue an ex parte order for the installation of the requested signalization as set forth in the application.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:mjg
Enclosures
cc: Tom Edwards
F. D. Morgan
T. W. Litchfield
H. S. Coulter

RECEIVED
MAR 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. D. KLABOE

NOTED
TOM EDWARDS

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY
GRADE CROSSING

1. Name of Applicant: State of Oregon by and through its State Highway Commission

   Address: State Highway Building, Salem, Oregon 97310

2. Statutory authority under which this application is made ORS 763.030

3. Location of proposed project: City Portland

   County Multnomah

4. This project will involve a public highway known as N.W. Kittridge Avenue

5. This project will cross the tracks of the Burlington Northern Inc.
   Railroad

6. Is it possible or practical to construct the proposed street or highway above or below grade? No

7. If No in No. 6 above, why not? Project consists of installing traffic signals at the existing intersection of N.W. Kittridge Avenue and N.W. St. Helens Road. Standard railroad signals are not appropriate for this location.

8. List the proper parties of interest

   A. City of Portland

   B. County of Multnomah

   C. Burlington Northern Inc.

   D.

   E.

   F.

9. What is the average annual daily traffic (vehicular) count? 5800

10. What is the average volume of train movements per day?

Passenger 0 Switch 3 Mon-Fri, 1 Sat & Sun Freight 0 Max Speed 10 MPH

11. The grade of the existing streets will not be altered by the proposed installation.

12. The location of the proposed construction is the center of Section 19

in Township 1 North, Range 1 East, Willamette Meridian.

13. List type(s) of protection to be installed:

A. Protection type Standard three phase traffic signals

1. Who will perform the installation? State Highway Division

2. Who will pay for said installation?

Name of Party	Percent of Cost
Federal Highway Administration	60
City of Portland	20
State Highway Division	20

3. Who will perform the maintenance? City of Portland

4. Who will pay for said maintenance:

Name of Party	Percent of Cost
City of Portland	100

B. Protection type Track circuits to pre-empt traffic signals

1. Who will perform the installation? Burlington Northern Inc.

2. Who will pay for said installation?

Name of Party	Percent of Cost
Burlington Northern Inc.	100

3. Who will perform the maintenance? Burlington Northern Inc.

4. Who will pay for said maintenance?

Name of Party	Percent of Cost
Burlington Northern Inc.	100

14. Who will construct the crossing?

A. Roadways have been constructed and will not be altered by this signal installation

15. Who will pay for such construction?

Name of Party	Percent of Cost
Not applicable	

16. Who will maintain the crossing?

A. Between the rails and for a distance two feet outside thereof Burlington Northern Inc.

B. Remainder of crossing area City of Portland east of the tracks, State Highway Division west of tracks

17. Who will pay for said maintenance?

A. Between the rails and for a distance two feet outside thereof Burlington Northern Inc.

B. Remainder of crossing area City of Portland east of tracks, State Highway Division west of tracks

18. Is this construction necessary for the service, accommodation, and convenience of the public? Yes If yes, why? To improve the flow of traffic through the intersection

19. Is the vision of trains approaching the crossing limited from:

A. A point on the highway 50 feet from the intersection? No

B. A point on the highway 400 feet from the intersection? No

20. Are the maps and drawings required by OAR 43-045 attached to this application?

Yes (See attached sheet for details.)

21. List all crossings located within one-half mile of the proposed or altered crossing and show how they are protected:

0.05 mile No. -Driveway-No protection

0.03 mile So. -Driveway-No protection

0.10 mile So. -NW 44th Ave. -Stop sign, X-Bucks

0.15 mile So. -Driveway-No protection

0.18 mile So. -Driveway-No protection

0.28 mile So. -Driveway-No protection

0.32 mile So. -Driveway-No protection

0.34 mile So. -Driveway-No protection

0.39 mile So. -NW Express Ave. -Stop sign

0.44 mile So. -Driveway-No protection

0.46 mile So. -Driveway-No protection

22. Other items of construction and cost distribution:

Standard three-phase traffic signals are to be installed at the intersection. They will be interconnected with track circuits so that upon approach of a train, all vehicular traffic across the tracks will receive a "Red" indication except the west to north movement from Kittridge to St. Helens Road, which will be controlled at all times by a "Stop" sign; through traffic on St. Helens Road will receive a "Green" indication. Existing protection consists of a "STOP" sign and advance warning sign facing Kittridge Avenue. The existing crossbuck facing Yeon Avenue is inappropriate, and should be removed.

WHEREFORE, Petitioner prays for an order authorizing the signalization of the grade crossing, and the allocation of costs thereof in accordance with the provision of this application and for such other order or orders that may be proper in the premises.

DATED at Salem, Oregon, this ____ day of _____, 1972

STATE OF OREGON, by and through
its State Highway Commission

L. I. Lindas
Assistant Attorney General and
Counsel

By_____
JACK L. SOLLIS
Assistant Attorney General

I, F. B. Klaboe, being first duly sworn, say that I am Deputy State Highway Engineer for the Oregon State Highway Commission and that the foregoing application is true as I verily believe.

_____
F. B. Kalboe

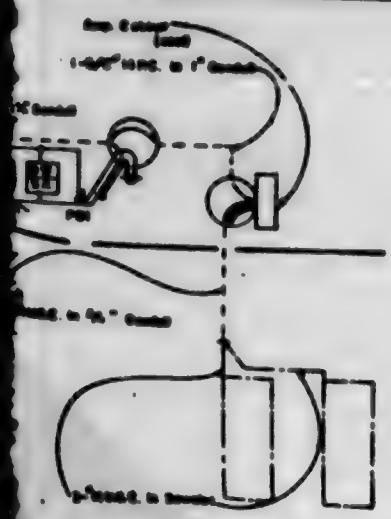
STATE OF OREGON)
) ss
County of Marion)

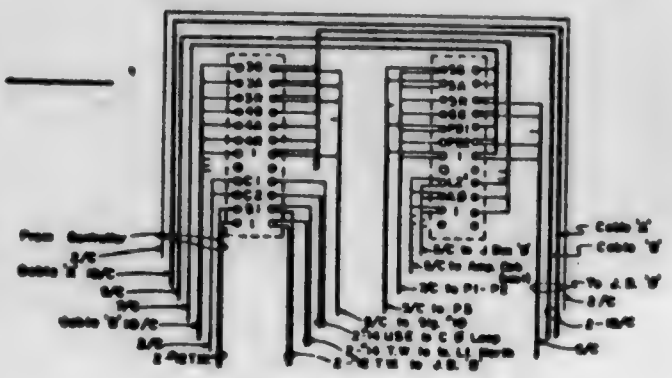
Subscribed and sworn to before me this ____ day of _____ _____, 1972.

_____
Jack L. Sollis
Notary Public for Oregon
My Commission Expires: 12/18/72

I certify that the above is a true correct copy of the foregoing application and the whole thereof.

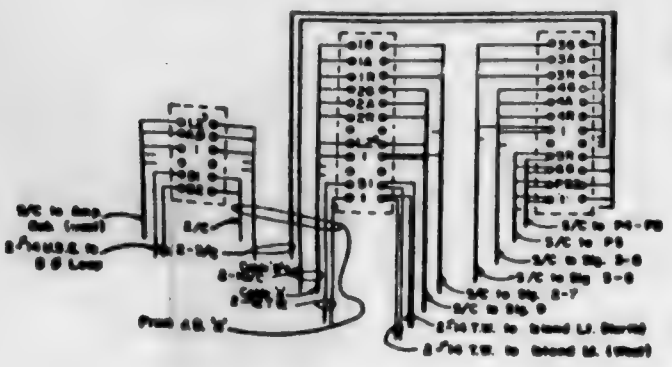
_____
Jack L. Sollis
Assistant Attorney General





JUNCTION BOX 'A'

ROAD

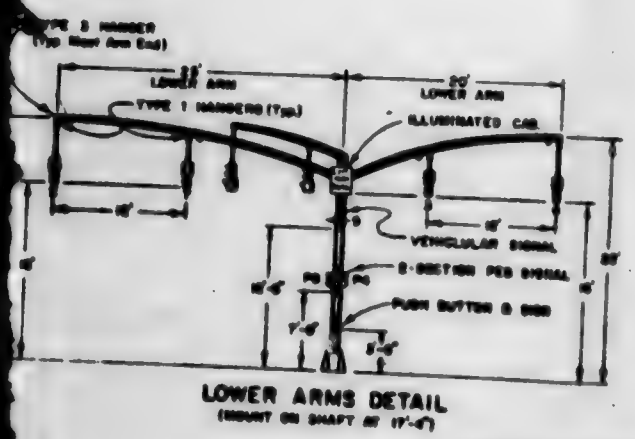


JUNCTION BOX 'B'

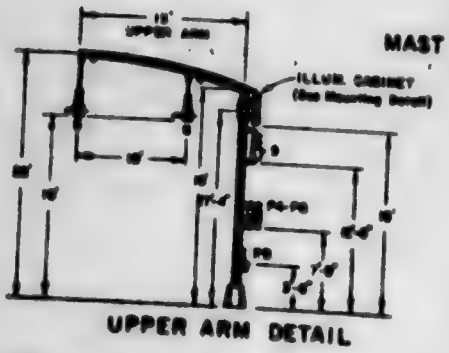
COLOR CODE

Conc.	10/C Cable 'A'	10/C Cable 'B'	7/C Cable	S/C CABLE	Remarks
1G	Green			Green	
1A	Orange			Orange	
1R	Red			Red	
2G	Green b. tr.			Green	
2A	Orange b. tr.			Orange	
2R	Red b. tr.			Red	
3G		Green		Green	
3A		Orange		Orange	
3R		Red		Red	
4G		Green b. tr.		Green	
4A		Orange b. tr.		Orange	
4R		Red b. tr.		Red	
5G			Green	Green	
5A			Red	Red	
5R			Black	Black	
6G			Orange	Orange	
5I					Black
1	White	White	White	White	White
L1	Black			Black	
L2				Black	
A G				Green	
PB1			Blue	Black	
PB 2			White b. tr.	Black	
Sp	White b. tr.	White b. tr.			
Sa	Blue	Blue			
Sb		Black			

WIRING DIAGRAM



LOWER ARMS DETAIL



UPPER ARM DETAIL

SCALE 0 30 60 90 120 FEET

N

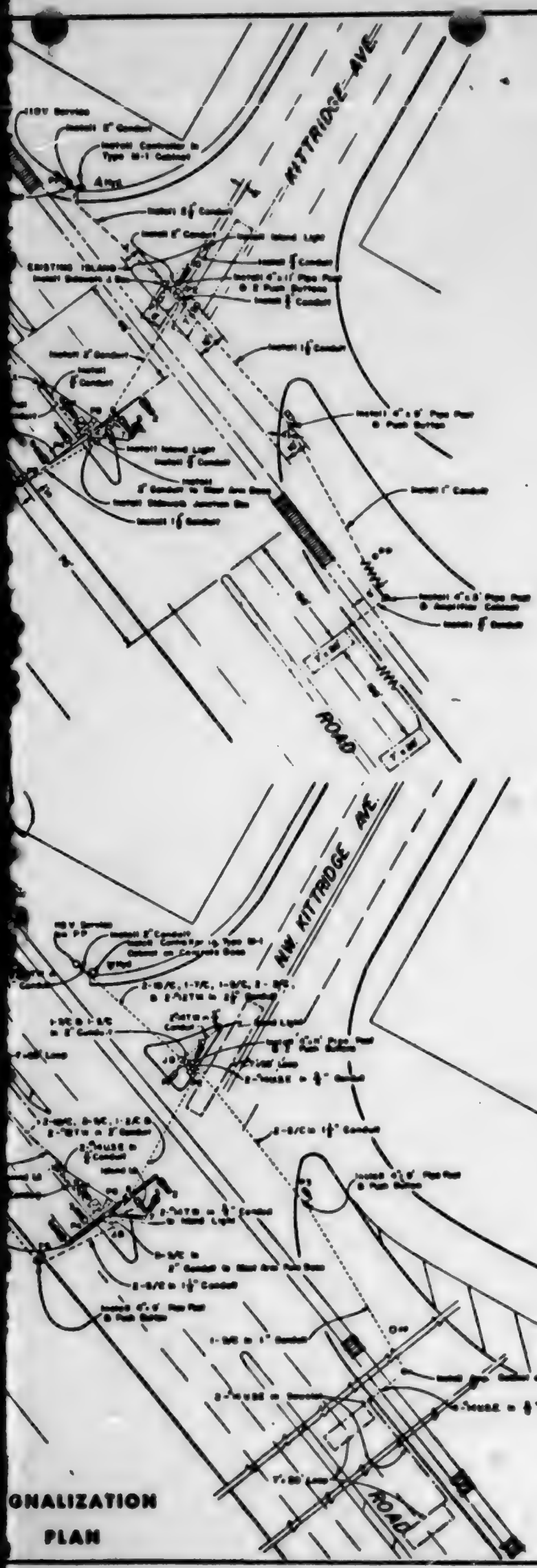
SIGNALIZATION PLAN
MAST ARM DETAILS

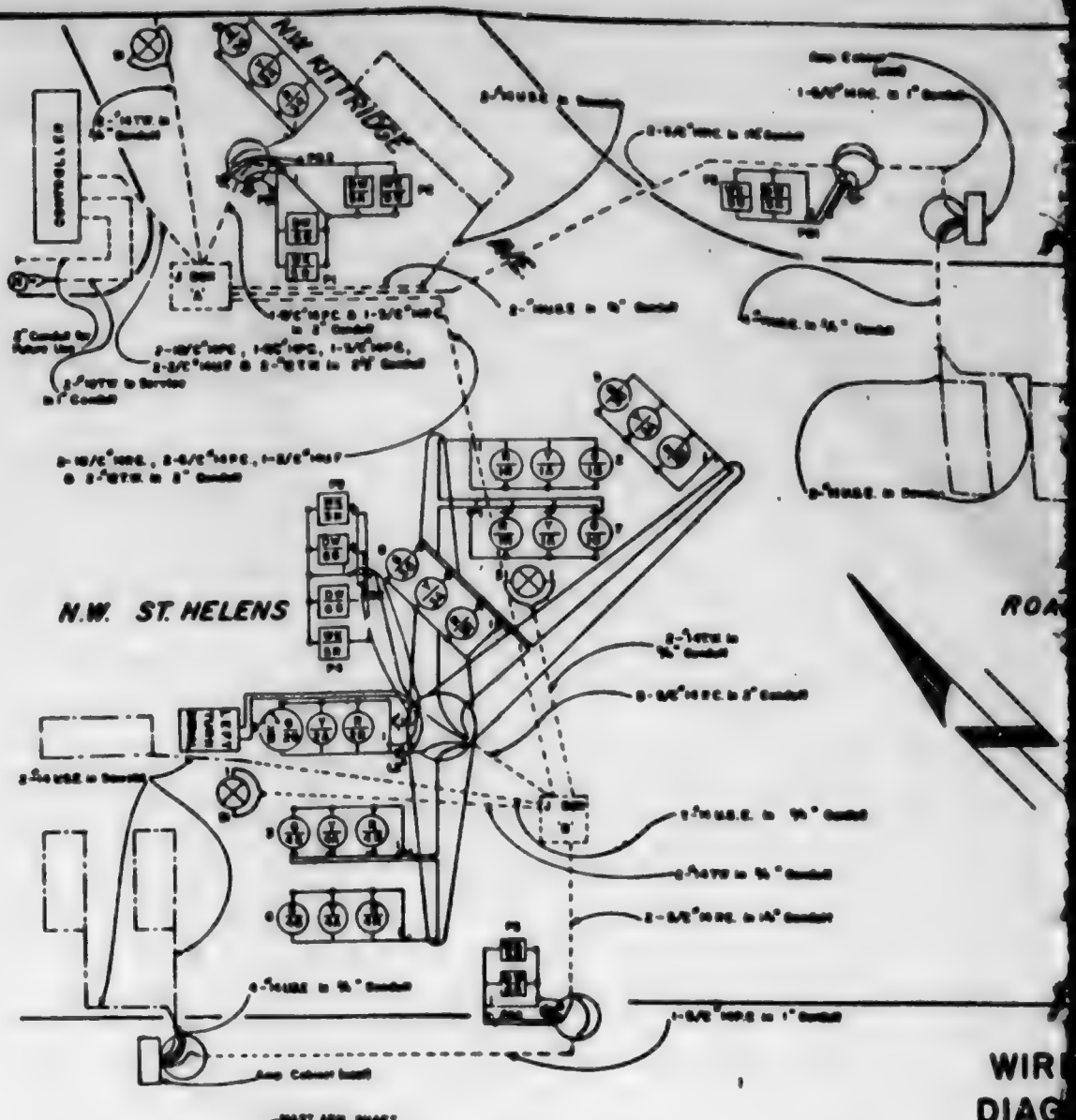
OREGON STATE HIGHWAY DIVISION

TRAFFIC SIGNAL INSTALLATION
PORTLAND CITY-WIDE TRAFFIC SIGNALS
VARIOUS CITY STREETS (UNIT 'C')
MULTNOMAH COUNTY

JAN. 1972

2551





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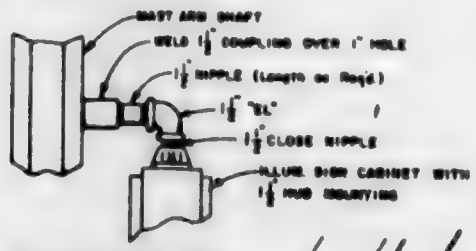
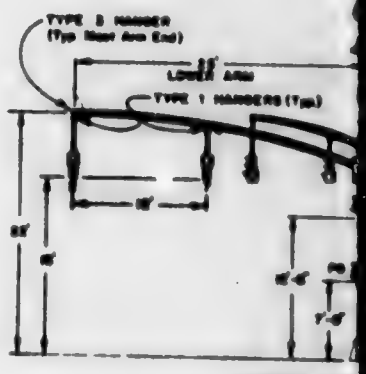
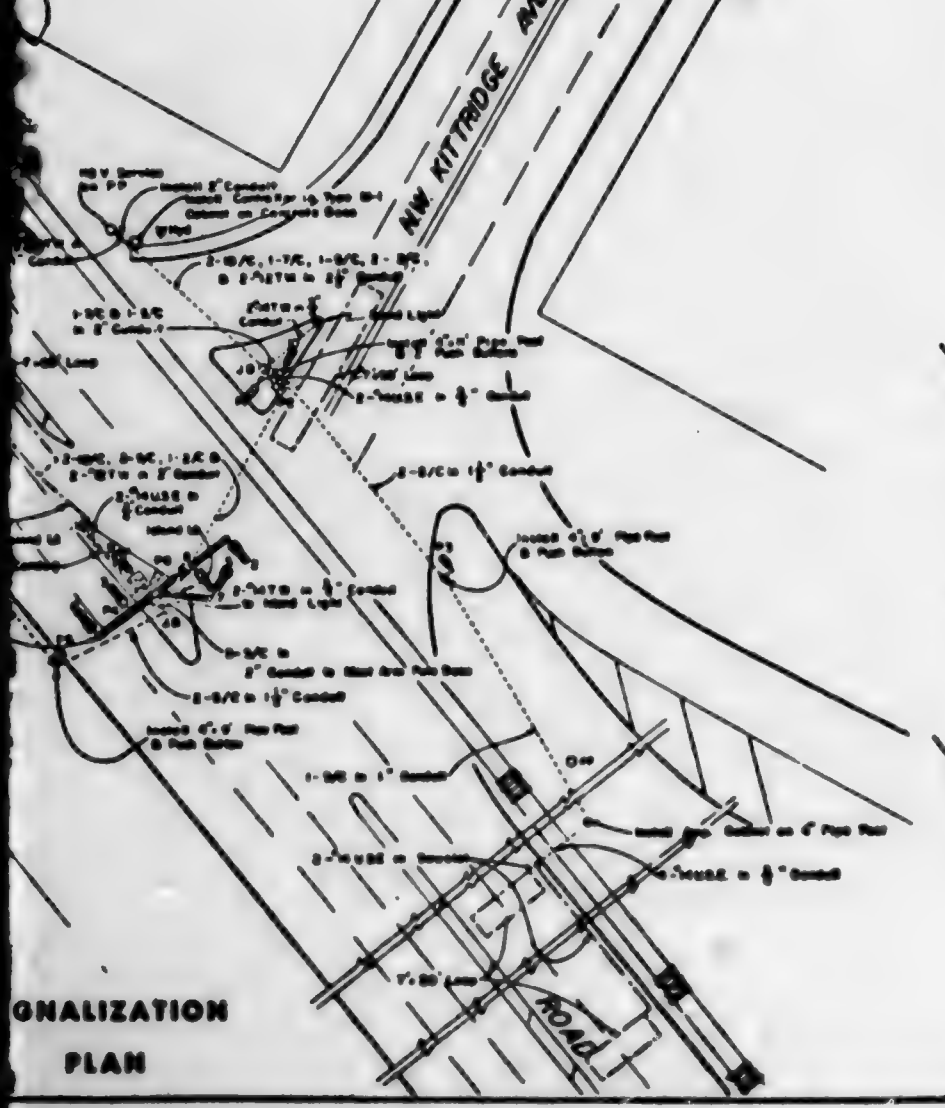


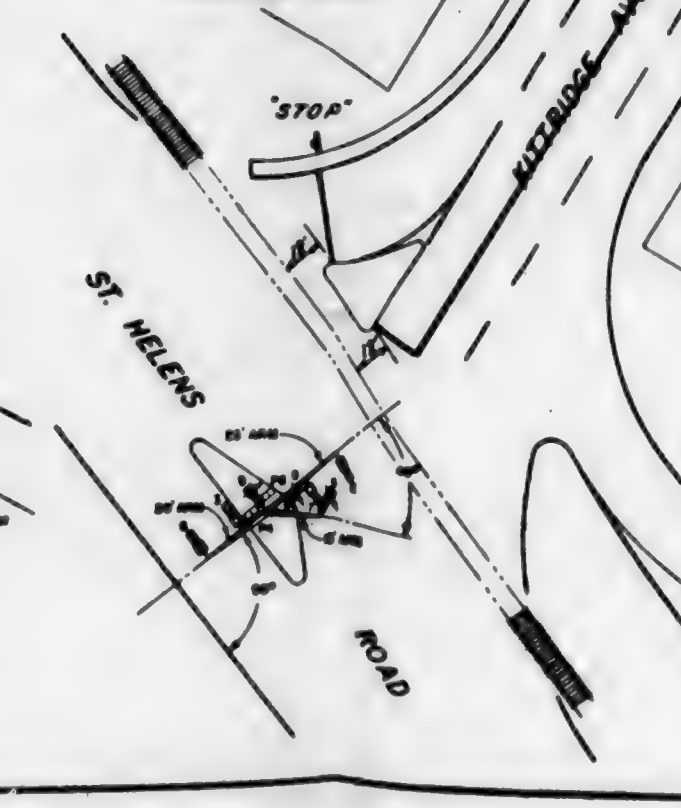
ILLUMINATED SIGN
MOUNTING DETAIL



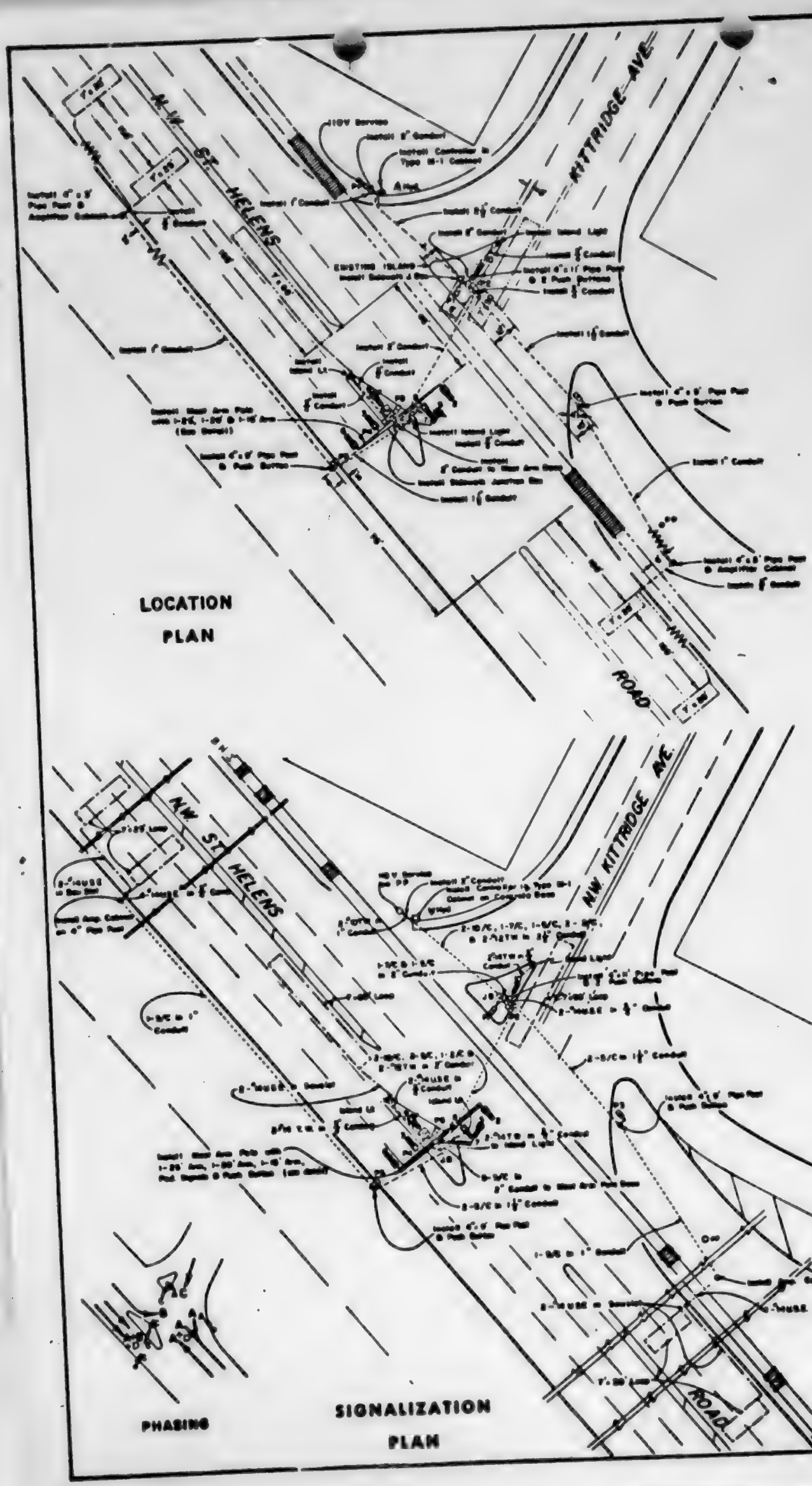
LOWER AR

UPPER AR





GNALIZATION
PLAN


NW KITTRIDGE AVE
NW ST HELENS
LOCATION
PLAN
ROAD
NW ST HELENS
NW KITTRIDGE AVE.
PHASING
SIGNALIZATION
PLAN
ROAD
N.W. ST. HELENS
ST. HELENS

RECEIVED
MAR 17 1972
FOR PLANS

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310
March 15, 1972

To: F. B. Klaboe
Deputy State Highway Engineer

SUBJECT: Possible traffic signal installation
St. Helens Road (US 30)
at Kittridge Avenue
Portland

Attached is a copy of the Traffic Signal Warrant Comparison for the above intersection. This shows that the installation of signals at this intersection is warranted, although the warrants are somewhat marginal in view of the 70% volume used because of the 45 MPH speed zone.

We had a brief discussion on this intersection with Dick Speer, Assistant City Traffic Engineer, for the City of Portland. He indicated that the City has had several complaints about this intersection, although these complaints have died down during the recent months.

NOTED
F. B. KLABOE

L. E. George
Traffic Engineer

VPJ:sv

Attachment

RECEIVED
MAR 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
St. Helens Rd. (US 30) at Kittridge Ave.
Portland

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Max. 8 Hrs. (Total of both approaches)	546	415	413	439.	464	569	722	649	1/
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	353	119	124	128	200	181	155	172	2/
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	___	___	___	___	___	___	___	___	

	Minimum Volume Warrant**	Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:		
Major Street	420	6
Minor Street	105	8
2. Interruption of Continuous Traffic:		
Major Street	630	2
Minor Street	53	8
3. Minimum Pedestrian Volume:		
Major Street	___	___
Minor Street	___	___
4. Accident Experience:		
Preventable Accidents (last 12 months)	4	
Minimum Warrant	5	
5. Systems Warrant:		
Entering Volume (Weekday peak hour)	___	
Minimum Warrant	800	

Date of Traffic Count 7-23-70

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** ___ standard warrants used.
X 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

1/ East approach
2/ West to north left turn.

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

St. Helens Rd. (US30) at Kittridge Ave.
Portland

TRAFFIC SIGNAL WARRANT COMPARISON*

Item	Observed 1/ Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	527	420
Average Hourly Minor Street Volume-Same 8 hrs. (Highest hourly volumes from either approach)	179	105
Interruption of Continuous Traffic Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	527	630
Average Hourly Minor Street Volumes-Same 8 hrs. (Highest hourly volumes from either approach)	179	53
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)		
Average Hourly Ped. Volume Across Major St.-Same 8 hrs. (Highest volume crosswalk)		
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	4	5

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways.

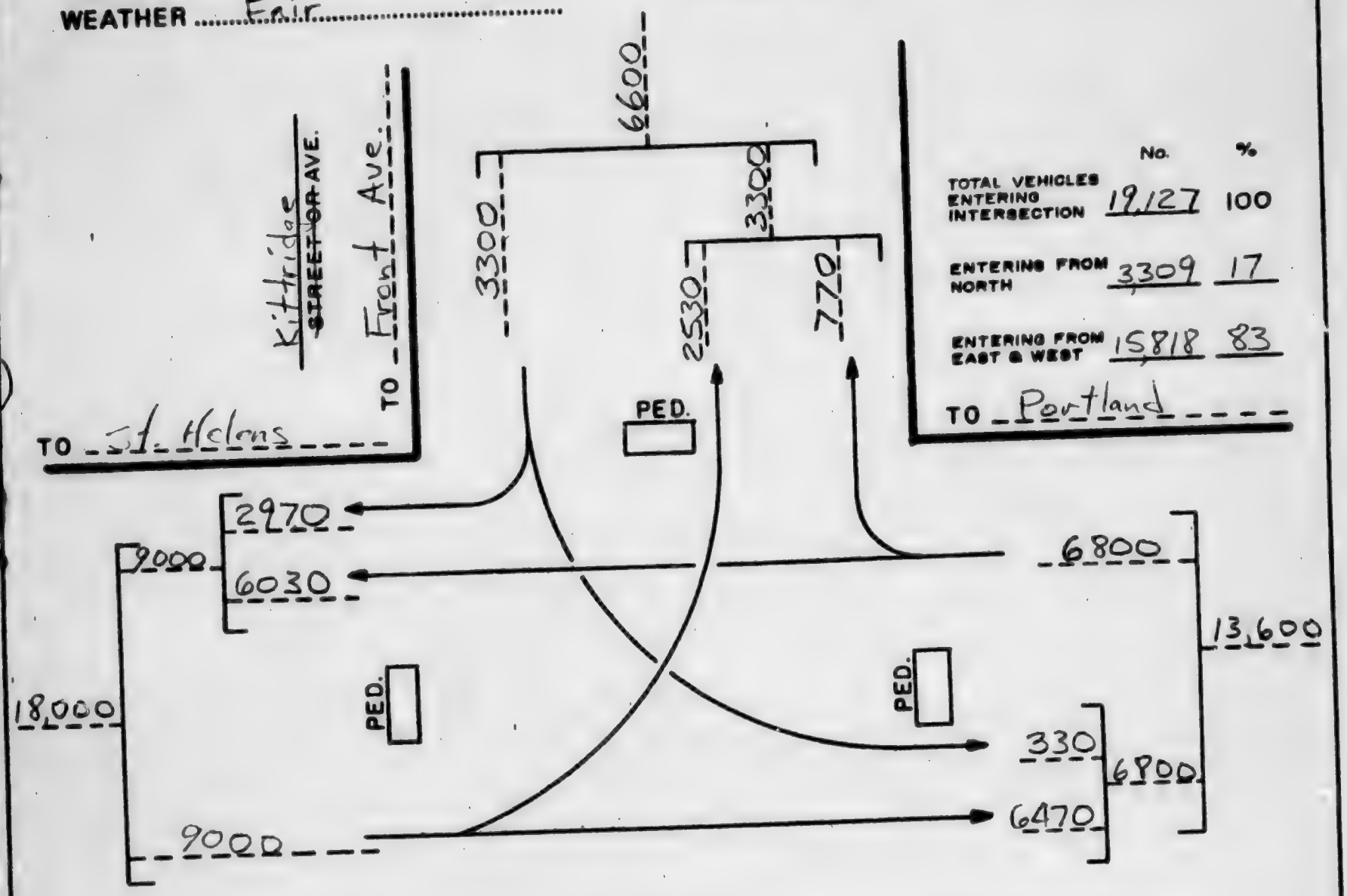
70% of Standard Warrants used due to Posted speed in excess of 40 MPH.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE July 23, 1970
DAY OF WEEK Thursday
ACTUAL COUNT (VEH.) 24 HRS.
HOURS COUNTED
PEDESTRIAN COUNT 0 HRS.
HOURS COUNTED
WEATHER Fair

CITY OR COUNTY Portland
INTERSECTION OF St. Helens Rd. (U.S. 30) at Kittridge Ave.
MILE POST 4.32 (Hwy. No. 2W)
CLASSIFICATION



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	19,127	100
ENTERING FROM NORTH	3,309	17
ENTERING FROM EAST & WEST	15818	83

TO Portland

Remarks:
ESTIMATED
TURNING
VOLUMES

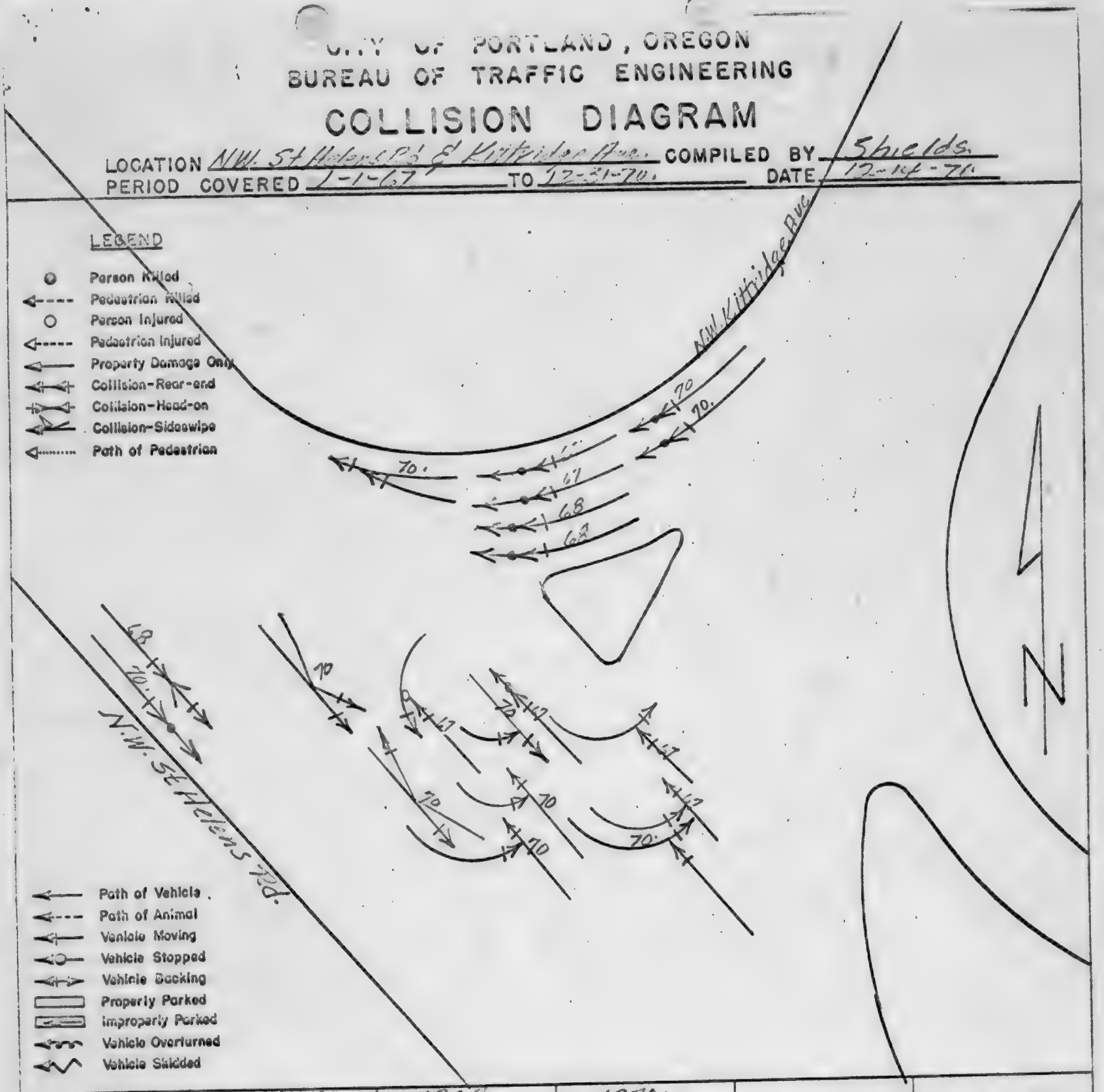
St. Helens Rd.
~~STREET OR AVE.~~

Indicate North

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

LOCATION NW. St Helens Rd & Kittridge Ave. COMPILED BY Shields.
PERIOD COVERED 1-1-67 TO 12-31-70. DATE 12-14-70.



COLLISION TYPE	1967.				1968.				1970.											
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end			3	3			2	2			3	3								
Sideswipe											2	2								
Turning Movement		1	2	3							5	5								
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing							1	1												
Misc.																				
TOTAL		1	5	6.			3.	3.			10	10.								

RECEIVED
FEB 14 1972
FOR FILING

7241

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
February 9, 1972

To:

Mr. Val Johnson
Traffic Control Engineer

BUILDING

SUBJECT: Portland City-wide
Traffic Signals
Unit "C"

There is attached two preliminary sketches and cost estimates of impact attenuators that you requested for protection of traffic signal poles at the westerly end of the St. John's Bridge and the intersection of Kittridge Ave. and St. Helens Rd. These sketches may be used to incorporate the necessary details into your plans of these intersections.

A Fitch Inertial Barrier System is suggested for the island at the Kittridge Ave.-St. Helens Rd. intersection. This system eliminates the need for construction of back-up walls and allows pedestrians to cross the island.

The limited space available in the island at the end of the St. John's Bridge necessitates the use of Hi-Dro Cushion Cells. Final design details are expected this week from the supplier and will be forwarded to you.

ORIGINAL SIGNED
R. W. ELLISON

R. W. Ellison
Bridge Administration Engineer

JHW:dh
Attachments
cc A. E. Johnson
L. L. Wallace
J. H. Wood

RECEIVED
FEB 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

RECEIVED
FEB 1 - 1972
FOR FILING

7761

February 1, 1972

Mr. Don Bergstrom
Traffic Engineer
City of Portland
Portland, Oregon 97204

Dear Mr. Bergstrom:

Your letter of January 25 requested that bidding on Unit C of the city-wide traffic signal TOPICS project be based on a unit bid price per intersection, rather than a lump sum.

This arrangement will be included in that project.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

LEG:lp jf

bc: George M. Baldwin
Tom Edwards
F. B. Klaboe
L. E. George
H. S. Coulter

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

BUREAU OF TRAFFIC ENGINEERING
D. E. BERGSTROM
TRAFFIC ENGINEER

CITY OF PORTLAND
OREGON
97204
420 S.W. MAIN ST.— PHONE 228-6141, EXT. 356

January 25, 1972

Mr. Robert L. Schroeder, Asst. State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Schroeder:

Unit C of the City of Portland's citywide traffic signals TOPICS Project will go to bid in the near future.

The purpose of this letter is to request that these signals be advertised so that a unit price is bid on each signal installation rather than a lump sum for all signals involved. We have two reasons for making this request:

1) The unit price will give us better information providing the data necessary for more accurate cost estimates on future projects, and
2) The unit price would allow the deletion of one or more installations because of lack of funds or unanticipated problems that might require the installation to be delayed or set back to another contract letting.

In grouping signal installations on future contracts we will make sure that the types of installations are all similar, that is, all fixed time equipment, or all actuated equipment.

Would you please advise if this request is approved by the State Highway Division?

Sincerely,

D. E. Bergstrom

D. E. BERGSTROM
Traffic Engineer

DEB:ba

NOTED
R. L. SCHROEDER

RECEIVED
JAN 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

TRANSACTION NUMBERS 2-15 AND 2-16

FORM PR-48
(REV. 7-67)

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS.
(PPM 21-1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 2-1-72

BY (Signature): MR. YOUNG'S JANUARY 25, 1972 PR-9

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 36-C THRU 36-D

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
36-C	EHS-T-5025(19)	0.0	94,000	59,700	UNIT "B" PORTLAND CITY-WIDE TRAFFIC SIGNALS.	INSTALL TRAFFIC SIGNALS AT 8 INTERSECTIONS WITH MINOR CHANNELIZATION.
36-D	EHS-T-5025(20)	0.0	171,000	108,600	UNIT "C" PORTLAND CITY-WIDE TRAFFIC SIGNALS. 2-4-72	INSTALL TRAFFIC SIGNALS AT 8 INTERSECTIONS WITH MINOR CHANNELIZATION AND 2 IMPACT ATTENUATORS.

2-1-72

REMARKS (Division)

RECEIVED
FEB 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED
DATE 2-2-72
SIGNATURE AND TITLE

APPROVED
DATE 2-1-72
SIGNATURE AND TITLE FOR DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 25, 1972

In reply refer to: 10-35-FA
X T-5025(17)

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5025(9) Portland
Thirty Citywide Traffic Signals
Force Account Work by City Forces

Reference is made to Mr. Edwards' January 19 letter on the above subject transmitting an estimate breakdown of the work the City of Portland wishes to do with their forces in conjunction with the signalization of several intersections under TOPICS Projects. Mr. Young, in his November 26, 1971, program request letter, explained the reasoning behind the City's request.

This matter has been reviewed and it has been determined to be in the public interest to permit the City to proceed with the work as proposed on a force account basis using their own forces. The first six intersections listed on City's estimate are to be constructed under Project EHS-T-5025(17) with the remainder under T-5025(9).

1-28-72
REFERRED TO
Young - Cf

DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
JAN 28 1972
STATE HIGHWAY ENGINEER

NOTED
R N CHASE

RECEIVED
JAN 28 1972
PROGRAM & PLANNING
DIVISION

Chas Gilfred Cf

1-31-72

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR A
OF INDIVIDUAL PROJECT
(PPM 21-1 AN

| CARD | | |

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

ADT		FUTURE YEAR (65) (70)(71) (72)	REGION (74) (75)	STATE NAME	STATE CODE (2) (3)	APPN. CODE 4 9	ITEM NO. (14) (18)

FOR MISCELLANEOUS FUNDS ONLY

	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER		I PROJECTS ONLY	
69	70	71	72 73	74 75	PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13	POST MI. (24) (28)	DESIG. 27

	COUNTY NAME	CODE
		14 16

	RTE NO.	FEDERAL AID	STATE (32)	U.S. (36)(37) (41)

TERMINI	MILES	PROJECT COST			CHARACTER OF PROPOSED WORK
	(54) (58)	TOTAL COST (59) (66)	FEDERAL FUND. (67) (76)	STATE FUNDS	
rtland Portland City- fic Signals)	0.0	94,000	59,700	17,150 (City)	Installation of 8 traffic signals and other minor work.
OJECT TOTAL	0.0	94,000	59,700	17,150 34,300	
rtland Portland City- fic Signals)	0.0	171,000 (16) (23)	108,600 (24) (33)	31,200 (City)	Installation of 8 traffic signals and other minor work.
OJECT TOTAL	0.0	171,000	108,600	31,200 62,400	

CHANGE:

-OVER-

ED	RECOMMENDED	APPROVED
	DATE	DATE
	SIGNATURE	SIGNATURE
	TITLE	TITLE

of funds involved.

USCOMM-DC 48903-P61

Reason for Change: To split present project into three separate projects, as Item 36-A, Project T-5025(9), Preliminary Engineering for Items 36-B, C and D, Projects EHS-T-5025(17), (19) and (20), respectively; Item 36-C, Project EHS-T-5025(19), Installation of 8 traffic signals and other minor work; Item 36-D, Project EHS-T-5025(20), Installation of 8 traffic signals and other minor work. Also, to revise the construction project costs to conform with latest cost estimate of the work involved.

This action is being taken to facilitate the contracting of the physical construction of traffic signals and other work at the various intersections and to allow programing and obligation as "EHS" projects under IM 30-5-71 category "Emergency Highway Safety Program", Section (a).

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

1-25-72

FEDERA

CARD 2	REPORT NUMBER (18)–(20): 1	PROJECT LOCATION (45 typewriter spaces) (21–68): City of Portland		ADT	PRESENT: *	FUTURE: * (66)		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28–62): Traffic Signals	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. (72): EHS	
CARD 4	CLASS OF FEDERAL FUNDS: TOPICS						COUNTY N	
	NAME OF URBAN AREA (17–31): Portland						ROUTE NO. T	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54)–(58)	ESTIMAT TOTAL ESTIMATED COST (59)–(66)	FEDE (67)
1	(14-15)	(16)	41	42						
5					PE		City of Portland			
5					ROW					
5					CONST (CODE) Safety Y031		(Unit "C" Portland City-Wide Traffic Signals)	0.0	171,000	1
							PROJECT TOTALS	0.0	171,000	1

1-25-72

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

FHWA
2-1-72

*See attached exhibit "A".

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-72

		ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.					
			*	*	91	10	Oregon	35	077	36-D					
(68)				(66)	(70) (71) (72)			(2) (3)	(4) (9)	(14) (18)					
	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.					
				EHS		EHS-T-	5025	(20)							
(68)	(69)	(70)		(71) (72)	(73) (74) (75)	14	22 7	18	(24) (26)	27					
	COUNTY NAME							CODE	PROGRAM STAGE						
	Multnomah							051							
	ROUTE NO.	FEDERAL-AID		STATE	U.S.			(12) (16)							
	T	Various		(32)	(36) (37) (41)				1 OR X 2						

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (58) (59)	(66) (67)	(76)			
						Installation of traffic signals at 8 intersections and minor channelization work. Install impact attenuators at 2 of the intersections.
wide s)	0.0	171,000	108,600	31,200	31,200 (City)	
PROJECT TOTALS	0.0	171,000	108,600	31,200	31,200 (City)	
	(16)	(23) (24)	(33)			

REMARKS

P.E. for this project programmed under Item 36-A, Project T-5025(9).

*See attached exhibit "A".

-OVER-

USCOMM DUSCOMM-DC 48808-P61

UNIT "C" PORTLAND CITY-WIDE TRAFFIC SIGNALS
PROJECT NO. EHS-T-5025(20)

Existing Facilities: See attached exhibit "A".

Project Data: Install traffic signals at 8 intersections throughout the City of Portland. For signal type see attached exhibit "A". Construct traffic islands and install impact attenuators at intersection Nos. 4 and 5 (see exhibit "A").

Minor channelization, adjustment of curb returns, striping, etc., to be accomplished by City of Portland forces.

NOTE: The above proposed work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the various intersections have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that the various intersections have experienced a high number of accidents (see exhibit "A"). The proposed signals by controlling the flow of traffic and the minor channelization will reduce substantially the number of accidents occurring at these intersections.

The proposed work qualifies as an "EHS" project under IM 30-5-71, based on the fact it falls under category "Emergency Highway Safety Program", Section (a).

Additional Right-of-Way: None required.

System Action: FAP Type II System approved by FHWA, October 7, 1970.

Airports, Water Developments, Historical and Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

Location/Design Approval: Granted by FHWA under memorandum of Nov. 30, 1971.

Environmental Statement: Requirements waived by FHWA per their memorandum of August 2, 1971.

Clearinghouse Approval:
(a) State: Exempt per working agreement dated April 28, 1970.
(b) Dist. 2 (CRAG): Exempt per working agreement dated Oct. 16, 1970.

Public Hearings: None required under provisions of par. 6c of PPM 20-8.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37:
25% of project is on FA ~~Primary~~ Secondary System.
25% of project is on Primary Type I System.
50% of project is on Primary Type II System.

UNIT "C" PORTLAND CITY-WIDE TRAFFIC SIGNALS

PROJECT NO. EHS-T-5025(20)

EXHIBIT "A"

No.	Intersection*	No. of Lanes	Pave. Width (feet)	Median Width (feet)	ADT 1971	ADT 1991	Avg. 12 Mo. Acc.	School Xing	Type Signa
1.	S.W. Capitol Hwy. (FAS 625)	4	?	?	17,500	18,000	13	No	Fully Act
	Bvrtn-Hillsdale Hwy. (FAS 625)	?	?	?	18,300	19,000			
2.	S.E. Johnson Creek Blvd.	4	44	2	11,700	34,300	2	No	Fully Act
	S.E. 45th Place	2	34	2	8,000	22,200			
3.	S.W. Terwilliger Blvd. (FAS 681)	2	30	-	8,500	29,400	7	Yes	Fully Act
	S.W. Boones Ferry Road	2	30	-	1,700	10,000			
4.	N.W. St. Helens Road (FAP 1)	5	59	4	18,200	25,100	7	No	Fully Act
	N.W. Kittridge Avenue	4	50	2	5,100	4,400			
5.	N.W. Bridge Avenue (FAP 1)	3	31	1	13,500	16,900	8	No	Fully Act
	N.W. St. Johns Bridge	4	41	1	20,300	22,100			
6.	S.W. Multnomah Blvd.	2	22	-	7,400	12,300	3	No	Fully Act
	S.W. 45th Avenue	2	20	-	2,200	7,600			
7.	N.W. 23rd Avenue	2	54	-	8,800	5,600	10	No	Pre-time
	N.W. Glisan St.	2	54	-	3,600	3,000			
8.	S.E. Holgate Blvd.	2	36	-	11,100	9,600	7	No	Pre-time
	S.E. 72nd Avenue	2	28	-	2,800	4,200			

*NOTE: Top street is main street
Bot. street is cross street

RTLAND CITY-WIDE TRAFFIC SIGNALS

JECT NO. EHS-T-5025(20)

EXHIBIT "A"

DT 1991	Avg. 12 Mo. Acc.	School Xing	Type Signal	Remarks on 1991 ADT
18,000 19,000	13	No	Fully Actuated	
34,300 22,200	2	No	Fully Actuated	Approach to Johnson Cr. Fwy. Approach to Johnson Cr. Fwy.
29,400 10,000	7	Yes	Fully Actuated	
25,100 4,400	7	No	Fully Actuated	Reduction due to open. Stadium-Indust. Fwy.
16,900 22,100	8	No	Fully Actuated	
12,300 7,600	3	No	Fully Actuated	
5,600 3,000	10	No	Pre-timed	Reduction due to open. Stadium-Indust. Fwy. Reduction due to open. Stadium-Indust. Fwy.
9,600 4,200	7	No	Pre-timed	Reduction due to opening Mt. Hood Fwy.

ENGR. ☑ GEOGR. ☑ GE ☒ AE ☑ UE
☑ UPE ☑ RE ☒ RPE ☐

SALEM, OREGON
January 21, 1972

Mr. L. H. Young
Programing Engineer
BUILDING

Attn: Mr. R. N. Chase

TOPICS Project EPS-T-5025( )
Units "B" & "C"
Portland Citywide Traffic Signals

Attached is a revised list of intersections for Units "B" and "C" of the subject project.

You will note that the intersections of N.W. 23rd @ Glisan and S.E. 72nd @ Holgate have been removed from Unit "B" and are now part of Unit "C".

The City of Portland has not submitted the signal plans for these two intersections due to some minor modifications they wish to make in the plans.

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt
Att.

cc: L. E. George

PORTLAND CITYWIDE TRAFFIC SIGNALS

UNIT "B"

N.W. 21st & Everett

S.W. 12th & Alder

S.W. 12th & Yamhill

S.W. 13th & Alder

S.E. 39th & Clinton

S.E. 50th & Lincoln

S.E. 76th & Division

S.E. 92nd & Woodstock

UNIT "C"

N.W. 23rd & Glisan

N.W. Bridge Avenue & St. Johns Bridge

N.W. St. Helens & Kittridge

S.E. Johnson Creek & 45th

S.W. 45th & Multnomah Blvd.

S.W. Beaverton Hwy. & Capitol

S.W. Terwilliger & Boones Ferry

S.E. 72nd & Holgate

January 20, 1972

(date)

RECEIVED
COUNTY & CITY SECTION
JAN 26 1972
ENGR. COOR. CE AE UE
UPE CE RE RPE

Mr. Wayne Oberding
State Highway Coordinator
City of Portland
City Hall
Portland, Oregon 97204

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Various City Streets (TOPICS)

Section Portland City-wide Traffic Signals: Unit B, 10 Intersections, per attchd map
Unit C, 6 " " " "

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

January 25, 1972
(date)

By D. E. Bergstrom
D. E. BERGSTROM-Traffic Engineer

By _____
Commissioner

By _____
Commissioner

cc: L. H. Young
Attn: Duane Ridings

COLUMBIA RIVER

WILLAMETTE RIVER

SEE INSET "A"

INSET "A"

LEGEND

● PROPOSED SIGNALIZATION PROJECTS

LEGEND

SIGNALIZED INTERSECTIONS

○ AUTOMATIC

◎ VEHICULAR ACTUATED

◈ PEDESTRIAN ACTUATED

⊕ SCHOOL ACTUATED

⊕ FIRE DEPT. ACTUATED

● OTHER ACTUATED

GRAPHIC SCALE

PROPOSED TOPICS PROJECT

CITY OF PORTLAND

UNIT "C"

6 INTERSECTIONS

RECEIVED

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7761

HIGHWAY BUILDING • • • SALEM, OREGON • Phone 378-6519 7310

January 20, 1972

Burlington Northern, Inc.
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Preliminary Plan
Kittridge Avenue Signalization
Unit "C" Portland City-wide Traffic Signals
Multnomah County

Gentlemen:

As a part of the above captioned project which will include six intersections throughout the City of Portland, we propose to signalize the intersection of Kittridge Avenue and St. Helens Road. This project is to be financed with TOPICS funds and you will be asked to participate.

Your tracks occupy St. Helens Road right of way through this area across Kittridge Avenue and in order to provide proper signalization at this location it will be necessary to interconnect the traffic signals with your tracks so that the approach of a train will pre-empt the signals and prevent traffic from entering the crossing. Due to the physical position of the tracks with respect to the roadways, we feel the installation of flashing light signals or crossing gates is inappropriate at this location. Attached hereto you will find four prints of the plan proposed by the City of Portland and Highway Division.

NOTED
F. B. KLABOE

Your tracks occupy St. Helens Road right of way by virtue of the permit dated April 25, 1963. In line with the terms of this permit, any work performed by your forces must be accomplished at railroad expense, and our contractor will not be required to provide railroad protective insurance.

We propose the work to be done in the following manner:

1. The City and State, at public expense, will install and maintain the traffic signals as proposed on the enclosed plans.

2. The track circuits should be installed and maintained by railroad forces at railroad expense.

3. The conduits beneath the tracks as shown on the plans will be installed by our contractor, but any work required in connection therewith to protect your facilities or accommodate these installations must be performed by railroad forces at railroad expense.

Form E-123

Please review this plan and advise if any changes must be made to accommodate your circuitry. Inasmuch as bids for this project are to be opened on March 30, 1972, we will appreciate your prompt attention to this matter.

Very truly yours,

George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: Mr. L. V. Topaz - PUC w/plan

F. B. Klaboe
R. L. Schroeder
L. E. George
H. S. Cox
L. H. Young
H. S. Coulter
Jack Hesla

RECEIVED
JAN 21 19
OFFICE OF
STATE HIGHWAY

1-12-72

PORTLAND CITY TRAFFIC SIGNALS (Unit B)

INTERSECTION	Type Signal	Est. Cost
N.W. 23rd & Glisan	Pre-timed	11,300
N.W. 21st & Everett	Pre-timed	22,700
S.W. 13th & Alder	Comp. Syst.	10,300
S.W. 12th & Alder	Comp. Syst.	9,400
S.W. 12th & Yamhill	Comp. Syst.	10,100
S.E. 50th & Lincoln	Pre-timed	10,000
S.E. 30th & Clinton	Pre-timed	7,900
S.E. 76th & Division	Pre-timed	10,800
S.E. 92nd & Woodstock	Pre-timed	9,000
		19,500
		$121,000

1/12/72

PORTLAND CITYWIDE TRAFFIC SIGNALS

1971 - 1972 TOPICS PROJECT

GROUP-I-

UNIT "A"

- S.E. 7th & Clay
- N.E. 9th & Weidler
- N.E. 9th & Halsey
- N.E. 15th & Halsey
- N.E. 20th & Irving
- N.E. 39th & Hassalo
- N.E. 42nd & Hancock
- N.E. 57th & Halsey
- N.E. 57th & Glisan
- N. Lombard & St. Louis
- N. Lombard & Peninsular
- N. Willis & Chautauqua
- N. Willamette & Portsmouth

$130,000

UNIT "B"

GROUP II

ALL STANDARD INTERSECTIONS
FIXED TIME CONTROLLERS

- N.W. 21st & Everett
- N.W. 23rd & Glisan
- S.W. 12th & Alder
- S.W. 12th & Yamhill
- S.W. 13th & Alder
- S.E. 39th & Clinton
- S.E. 50th & Lincoln
- S.E. 72nd & Holgate
- S.E. 76th & Division
- S.E. 92nd & Woodstock

125,000

UNIT "C"

GROUP-III

COMPLICATED INTERSECTIONS
ACTUATED CONTROL - MAST ARMS

- N.W. Bridge Ave. & St. Johns Br. + Traffic Island & Impact Att.
- N.W. St. Helens & Kittridge + Traffic Island & Impact Att.
- S.E. Johnson Creek & 45th + Pavement overlay
- S.W. 45 & Multnomah Blvd.
- S.W. Beaverton Hwy. & Capitol
- S.W. Terwilliger & Boones Ferry

140,000

EST. PE

25,000

TOTAL $ 420,000

DEPARTMENT OF PUBLIC WORKS
OFFICE OF CITY ENGINEER

PRELIMINARY ESTIMATE 1-5-72

STATEMENT of the various kinds of work required in the improvement of nine intersections in conjunction with the Signalizations of 30 intersections being installed under TOPICS Project T-5025(9).

pursuant to Resolution No. _____ Bidders on this work must refer to Res. No. _____

ALL QUANTITIES ARE MORE OR LESS

	ITEMS OF WORK AND MATERIALS	TOTAL QUANTITIES		UNIT PRICE	TOTALS DOLLARS	TOTALS CENTS
1						
2	Excavation, Earth	487	Cu. Yds.	5.00	2445	—
3	Excavation, Asphalt Conc. Pavm't.	15	"	15.00	225	—
4	Excavation, Conc.; S.W.; Curb	50	"	15.00	750	—
5	" Trench	10	"	15.00	150	—
6	Embankment		Cu. Yds			
7						
8						
9	Concrete Sidewalk, Corners, Driveway Connections	3149	Sq. Ft.	1.00	3149	—
10	Landscaping	76	Sq. yds.	4.00	304	—
11	Driveway, Concrete, 6" Thick		Sq. Yds.			
12	Conc. Traffic Island (Dowelled to Pavm't)	68	Sq. yds.	18.00	1224	—
13	Curb, Concrete	622	Lin. Ft.	2.00	1244	—
14						
15						
16						
17	8-inch Concrete Pipe	42	Lin. Ft.	5.00	210	—
18						
19	8-inch Corrugated Culvert Pipe		Lin. Ft.			
20						
21						
22	Standard Sump		No. of			
23						
24						
25	Catch Basins (Bottomless)		No. of			
26	Inlets		"			
27	Outlets		"			
28	Moving Inlets	5	"	100.00	500	—
29	Adjusting Manholes & Inlets		No. of			
30	Crushed Rock 6" Thick	94	Cu. Yds.	5.00	470	—
31	Top-Soil	38	Cu. yds.	8.00	304	—
32						
33	Asphalt Concrete, Class B, ..." Thick					
34	Asphalt Concrete, Class C, 5" Thick	86		20.00	1720	—
35	Skinpatch	18		20.00	360	—
36					$ 13,055	—
37			+20% Engr. Cont.		2,611	—
38					$ 15,666	—
39						
40						

All work to be performed by City Forces.

Note—All Materials will be paid for in place and all work and material will be computed by horizontal measurem

FORM G-33-1

CITY OF PORTLAND, OREGON

DEPARTMENT OF _____

BUREAU OF _____

Computation for Winters in Conjunction
Job with PICS Project T-5025 (9)
Date 1/5/72
Computed by R.E.S.
Checked by _____

Job #	LANDSCAPING	EARTH EXC.	CONC. EXC.	TRENCH EXC.	SIDEWALK	CURB	TRAFFIC ISLAND	8" C.S.P.	MOVING INLETS	ROCK	CLASS "C"	SKINPATCH	PAVEMENT EXC.	CONS'T. INLET	TOP SOIL
12009	—	3	2.3	1.5	59	32	—	6	1	2	1.5	1.0	—	—	—
10	—	7	9.3	3.0	264	95	—	12	1	6	4.0	3.0	—	—	—
11	—	2	2.0	—	66	24	—	—	1	1	1.0	1.0	—	—	—
12	—	15	4.0	—	242	58	—	—	—	20	19.0	—	14	—	—
13	—	4	3.5	—	234	32	—	—	—	3	2.0	1.0	—	—	—
14	—	2	3.0	—	259	31	—	—	—	2	1.0	1.0	—	—	—
24	—	2	6.0	2.5	243	35	—	12	1	1	1.0	1.5	—	—	—
22	76	146	20.0	—	—	115	35	—	—	47	45.0	4.0	—	—	88
23	—	308	—	2.5	1782	200	33	12	1	12	11.0	5.0	0.5	—	—
	76	489	50.1	9.5	3149	622	68	42	5	94	85.5	17.5	14.5		38

12009	S.E. 7th Ave. and S.E. Clay St.
10	N.E. 20th Ave. and N.E. Irving St.
11	N.E. 57th Ave. and N.E. Halsey St.
12	N.E. 57th Ave. and N.E. Glisan St.
13	N. St. Louis Ave. and N. Lombard St.
14	N. Peninsular St. and N. Lombard St.
24	S.E. 92nd Ave. and S.E. Woodstock Blvd.
22	S.W. Boones Ferry Rd. and S.W. Terwilliger Blvd.
23	S.W. Bertha-Beaverton Hwy. and S.W. Capitol Hwy.

7762 N.E. 162nd Ave.-N.E. 181st Ave. 1972
Sec., of FAS 730 (NE Halsey St.)
(storm sewer const.)

CIA 41179 5-23-72

STATE COPY

FORM PR-33C
(REV. 9-68)

2-26-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cc: OSHD (A E Johnson)
Region
Wash DC

cat

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

SIGNATURE: R.D. [illegible]	STATE: Oregon
TITLE: Office Engineer	REGION NO.: 10
BUREAU OF PUBLIC ROADS INSPECTION MADE BY: W. N. Bryant	COUNTY: Multnomah
IN COMPANY WITH: Al Harwood, OSHD; Pete Cummings, Multnomah County.	PROJECT NO.: SU-268(6)
CONTRACTOR'S NAME: Overhays Const. Co.	DATE OF INSPECTION: September 8, 1972
	CONTRACT AMOUNT: $ 148,700.00

FEB 26 1973

REGIONAL OFFICE

DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Install Storm Sewer System
For Future 4 Lane Facility.

RECEIVED
FEB 28 1973
Office of Assistant State Highway Engineer

Info
Invest
R/D
D/R
Sign
Act
File

FOR REFER TO

FEB 27 73

RECEIVED
STATE HWY ENGR

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width – feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
Y007	0.00	–	–	–

NOTED
H. S. COULTER

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

N. E. 162nd AVE.-N. E. 181st AVENUE
FAS 730
Storm Sewer

NOTED
A. E. JOHNSON

Work completed under this project consisted of the construction of approximately 4,240 linear feet of storm sewer to provide drainage for a future 4-lane facility. The project was awarded on June 20, 1972 with a specified completion time of 80 calendar workdays. Work began on July 5, 1972 and was completed on August 30, 1972 after the elapse of 59 calendar workdays. The final cost of completing the contract work items was $145,802.97 or approximately 2% below the bid amount of $148,700. There were no major significant overruns or underruns involved.

The required materials certification, copy attached to the Division office copy of this report, indicates that all materials incorporated into the project were in reasonably close conformance with pertinent specification requirements of the contract.

2-28-73
by Keary Young

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: W. N. Bryant		SIGNATURE: Vernon V. Cusack	
TITLE: Area Engineer	DATE	TITLE: Acting Division Engineer	DATE: FEB 26 1973

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

RECEIVED
DEC 1972
FOR FILING

7762

November 30, 1972

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

On November 24, 1972, we wrote to you concerning release of final payment on Contract No. 7762 awarded to Overbays Construction Company for a storm sewer on the N. E. 162nd Avenue-N. E. 181st Avenue Section of F. S. 730 in Multnomah County.

Final payment on this contract is $7,536.24 and the total contract amount is $147,807.28 including $2,004.31 for work performed under force account.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Overbays Construction Co.
P. O. Box 1864
Vancouver, Washington 98663

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
H. S. Coulter

RECEIVED
NOV 27 1972
FOR FILING

7762

November 22, 1972

TO Oregon State Highway Commission

FROM A. E. Johnson
Acting Deputy Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7762 Work Completed August 30, 1972

Project N. E. 162nd Ave.-th. E. 181st Ave.

Highway FAS 738 (N. E. Rainey St.) County Multnomah

Type of Work Storm Sewer

Contractor Northern Constr. Co.

Recommended Acceptance Date November 22, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 12, 1972 for your formal concurrence.

VS:ed

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
M. J. Hart

7762

5

4 E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: NE 162nd Avenue to NE 181st Avenue	WEEK ENDING: August 26, 1972
		SECTION PREFIX: 526-1084
	HIGHWAY: NE Halsey St. FAS 730	COUNTY: Multnomah
NAME OF JOB: NE Halsey Street Storm Sewer	KIND OF WORK: Storm Sewer Construction	
CONTRACTOR: Overbays Construction Company	CONTRACT NUMBER: 7762	FEDERAL AID PROJECT NUMBER: SU-268 (6)
DATE OF CONTRACT: June 20, 1972	DATE WORK STARTED: July 5, 1972	ESTIMATED COMPLETION DATE: September 15, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 9 SUPERVISION: 1	SPECIFIED WORK DAYS / work 80	WORK DAYS USED CALENDAR DAYS / work 55
	SPECIFIED CALENDAR DAYS	PERCENT OF TIME ELAPSED: 68.8%
PROJECT AUTHORIZATION: $156,541.00	SPECIFIED COMPLETION DATE	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 89%
EXCLUSIVE OF ENGINEERING: $0	ENGINEERING AUTHORIZATION $0	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 89%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $156,541.00	ENGINEERING COST TO DATE $0	DATE PROJECT WAS COMPLETED: 8-30-72
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 0 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	95%						

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 1					
HOURS PER SHIFT 8					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 20	Cloudy	1	0	
MONDAY 21	Showers	1	0	
TUESDAY 22	Fair	1	0	
WEDNESDAY 23	Fair	1	0	
THURSDAY 24	Fair	1	0	
FRIDAY 25	Fair	1	0	
SATURDAY 26	Fair	1	0	

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No work.
MONDAY	Laying pipe.
TUESDAY	Manholes and cleanup.
WEDNESDAY	" " "
THURSDAY	Cleanup.
FRIDAY	No work.
SATURDAY	" "

REMARKS

SIGNED C B Cummings LOCATION 2115 SE Morrison
Portland 97214

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JUN 30 1972
FOR FILING

7762

June 30, 1972

Overbye Construction Company
P. O. Box 1864
Vancouver, Washington 98663

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7762 for a storm sewer on the N. E. 162nd Avenue-N. E. 181st Avenue Section of FAS 730 (N. E. Halsey Street) in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Eulien
Multnomah County Engineer

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
6-97		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Multnomah
	6-27-72	PROJECT NO.
		SU-268(6)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. N.E. Halsey St. (N.E. 162nd Ave. to N.E. 181st Ave.)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-24-72	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 156,541	$ 99,497

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. L. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
Acting (Division Engineer)

G. L. Green

Date executed by Division Engineer JUN 27 1972

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines, it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

GPO 906-714

June 23, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

SUBJECT Project No. SU-268(6)
N.E. 162nd Ave.-N.E. 181st Ave. Sec.

We are forwarding four copies each of project agreement estimate and project agreement for the above-listed project. Two copies of the project agreement have been signed by a Highway official.

In compliance with Mr. Whitton's Circular Memorandum, May 25, 1964, subject: "Consideration of the overall interests of the public in the Federal-aid highway programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding this project.

The specifications and proposal contain certifications conforming to Mr. J. M. O'Connor's memorandum of February 23, 1968, in regard to nonsegregated facilities.

Enclosure

CL:js

Oregon State Highway Division

Federal Aid
Project No. SU-268(6)

N. E. 162ND AVE.-N. E. 181ST AVE. SECTION

FAS 730 (N.E. HALSEY ST.) IN MULTNOMAH COUNTY

Salem, Oregon, June 23, 1972

Porject Agreement Estimate.

Type Code Y007
Storm Sewer (Sta. 217+00 to Sta. 256+00)

Temporary Protection and Direction of Traffic	All Required		$ 6,800.00
Trench Excavation	9,040 cu.yd.	4.00	36,160.00
Road Restoration, Type I	2,300 sq.yd.	6.50	14,950.00
Road Restoration, Type II	55 sq.yd.	2.00	110.00
12-inch Sewer Pipe	540 lin.ft.	6.50	3,510.00
18-inch Sewer Pipe	320 lin.ft.	8.50	2,720.00
27-inch Sewer Pipe	660 lin.ft.	12.50	8,250.00
30-inch Sewer Pipe	1,000 lin.ft.	16.00	16,000.00
42-inch Sewer Pipe	1,720 lin.ft.	24.00	41,280.00
Bedding Material	1,200 cu.yd.	7.00	8,400.00
Concrete Manholes, Type BP	4 only	550.00	2,200.00
Concrete Manholes, Type AP	4 only	700.00	2,800.00
Special Manholes, Type I	2 only	1,100.00	2,200.00
Special Manholes, Type II	3 only	1,000.00	3,000.00
8-inch Stubouts	16 only	20.00	320.00
			$148,700.00
Flagging (60% of Contractor's Cost)	All Required		1,000.00
Temporary Erosion Control	All Required		100.00
			$ 1,100.00
	Subtotal		$149,800.00
	Engr. & Cont.		6,741.00
	Total		$156,541.00

Length of Project - - - - - - - - 0.0 mile

Federal Funds - - - - - - - -

RECEIVED
JUN 22 1972
FOR FILING

7762

bc C. [illegible] Keasey
W[illegible]dart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
Multnomah County Engineer
William Geibel (SAIF)

June 21, 1972

Overbays Construction Company
P. O. Box 1864
Vancouver, Washington 98663

Gentlemen:

The State Highway Commission on May 31, 1972, accepted your proposal for a storm sewer on the N. E. 162nd Avenue-N. E. 181st Avenue Section of FAS 730 (N. E. Halsey Street) in Multnomah County and referred it to the Administrator of Highways with authority to award the contract as soon as Multnomah County approves the project and deposits $34,000.

These conditions were fulfilled and the Administrator of Highways June 20 awarded you the project, which has been assigned Contract No. 7762.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin July 3, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

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MAY 25 1972
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7762

May 22, 1972

Board of County Commissioners
Multnomah County
Courthouse
Portland, Oregon 97204

MISC. CONTRACTS and
AGREEMENTS No. 4479

Attention: Harold Jensen
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering a storm drainage project on the N.E. 162nd Avenue-N.E. 181st Avenue Section of N. E. Halsey Street.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

RECEIVED
MAY 10 1972
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DATE May 9, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
May 25 Bid Letting

Bids will be taken May 25, 1972, on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. Garbage Dump Road-Jumpoff Joe Creek Section, Pacific Highway, Douglas and Josephine Counties
Guardrail, Sign, Safety Project.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Arlington, La Grande and Lime Section, Columbia River and Old Oregon Trail Highways, Gilliam, Union and Baker Counties
Pneumatic Applied Mortar Project.

   Same as Number 1.

3. Snake River (Adrian) Bridge Section, Succor Creek (Parma Spur) Highway, Malheur County
Grade, Pave, Structure Project.

   Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that

"Footpaths and trails are not required to be established...if...the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

4. Unit "C" Portland City-Wide Traffic Signals, Various City Streets (3 Intersections), Multnomah County
Signals Project.

Same as Number 1.

5. Pacific Avenue-"B" Street (Forest Grove) Section, Washington County
Signals Project.

Same as Number 1.

6. Newmark Street-South City Limits (North Bend) Section, Broadway Street, Coos County
Grade, Pave Project.

Same as Number 8. Previously on April 4 meeting agenda.

7. N.E. 162nd Avenue-N.E. 181st Avenue Section, FAS 730 (N.E. Halsey Street), Multnomah County
Storm Sewer Project.

Same as Number 1.

8. Columbia River Highway-Old Portland Road Section, FAS 574 (Gable Road), Columbia County
Grade, Pave, Railroad Signals Project.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where... other available ways or other factors indicated an absence of any need for such paths and trails".

9. Nehalem River (Clear Creek) Bridge Section, FAS 612, Columbia County
Grade, Pave, Structure Project.

Same as Number 3.

10. Ward Road-Polk County Line Section, FAS 209, Benton County
Grade, Pave Project.

Same as Number 8.

11. West Pendleton Interchange Section, FAS 470, Umatilla County
Grade, Pave, Sign, Roadside Improvement.

Same as Number 8.

12. Grand Ronde River (Clark Creek) Bridge Section, FAS 957, Union County
Structure Project.

Same as Number 3.

13. Drews Gap Summit-Five Corners Section, Klamath Falls-Lakeview Highway, Lake County
Paving Project.

Same as Number 1.

14. Seneca Section, John Day-Burns Highway, Grant and Harney Counties
Rock Production.

Same as Number 1.

15. Veneta (Fifth Street) Section, Lane County
Grade, Pave Project.

Same as Number 1.

16. Chiloquin (2nd Avenue) Section, Klamath County
Paving Project.

Same as Number 1.

17. Heppner (Gale Street) Section, Morrow County
Grade, Oil Mat Project.

Same as Number 1.

18. Island City ("D" Street) Section, Union County
Grade, Pave Project.

Same as Number 1.

19. S. E. Powell Boulevard at S. E. 140th Avenue
Section, Mt. Hood Highway, Multnomah County
Traffic Signals Project.

Same as Number 1.

20. Mary S. Young State Park, Clackamas County
Grade, Pave, Building Project.

Footpaths and bicycle trails will be provided within the park.

These matters will be on the agenda for the May 16 meeting and your approval is requested.

cc: Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
V. D. Wolfe
F. L. Hall
C. G. Swenson
Gary Sund
Gary Ross

JDM:jp srb

TRANSACTION NUMBER 4-44

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-24-72

BY (Signature): MR. YOUNG'S APRIL 17, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS _____

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1086 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
1086	SU-268(6)	0.0	125,000	79,400	NE 162ND AVE. NE 181ST AVE. SECTION ON N.E. HALSEY ST. (CITY OF PORTLAND)	INSTALL STORM SEWER SYSTEM FOR FUTURE 4 LANE FACILITY.

OTHER IDENTIFICATION AND/OR REMARKS (State)

4-27-72

Young

4-24-72

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-24-72	FOR DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

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7762

April 18, 1972

Executive Department
Federal Aid Coordination Unit
Room 320, Public Service Building
Salem, OR 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Secondary project.

Item No.	Project No.	Section Name & PNRS No.
1086	SU-268(6)	NE 162nd Ave.-NE 181st Ave. PNRS #71.0164

Very truly yours,

George H. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY L. H. YOUNG

L. H. Young
Programming Engineer

Enc.

JG:dg

cc R. N. Chase
B. L. Gifford

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APR 18 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

7762

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 17, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Program Data Submission**
Project SU-268(6)

We are submitting program data for one Secondary Project, Item No. 1086, Project No. SU-268(6), "NE 162nd Ave.-NE 181st Ave. Section", which we desire to have included in the Federal-aid Secondary Highway Program.

This project has been selected by the State Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on May 25, 1972.

Copies of State and District 2 (CRAG) Clearinghouse letters of approval dated May 18, 1971 and May 26, 1971, respectively were submitted previously under Project SU-268(5).

Enc.

JG:dg

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

4-17-72

FEDERAL

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	5,700	9,600	92	10	Oregon	35	022	1086

ADCT	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
					SU-	268	(6)		

COUNTY NAME: Multnomah — CODE: 051

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.: S — FEDERAL-AID: 730 — STATE: Co. Rd — U.S.:

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Install storm sewer system. (Future 4-lane facility.)
					ROW - 90' normal; access control - none; parking restrictions - none.
0.0	125,000	79,400	22,800	22,800 (Co.)	
0.0	125,000	79,400	22,800	22,800 (Co.)	

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P61

NE 162ND AVE.-NE 181ST AVE. SECTION

PROJECT NO. SU-268(6)

Existing Facilities: Two 11' AC travel lanes with 8' oiled shoulders.

Adjacent Facilities:

West End - - - - Project SU-268(5)
East End - - - - Two 11' AC travel lanes with 8' oiled shoulders.

Project Data: Install storm sewer system (i.e., manholes, main and collector stubs) to provide drainage for future curbed 4-lane facility.

It is the present intention, upon completion of this project, to grade, drain and high-type pave a curbed facility providing four 11' traffic lanes, 12' median and 10' parking areas on this section under a separate Federal-aid project.

Exceptions to Minimum Design Standards: None.

System Action, Railroads, Airports, Water Developments, Historical & Recreational Areas: None involved.

Relocation Assistance Payments: None involved.

Environmental Statement: "Negative Declaration" concurred in by FHWA on November 2, 1971.

Clearinghouse Approval: Received State and District 2 (CRAG) approval by letters dated May 18, 1971 and May 26, 1971, respectively.

Public Hearing: Held on June 1, 1971 and certified to this effect on September 30, 1971.

Location/Design Approval: Granted April 10, 1972 under the provision of the Secondary Road Plan.

Route Data: This route is one of the main arterials leading east out of Portland and serves light industry, commercial, farming and residential areas.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

7763 S.E. Powell Blvd. at S.E. 148th Ave. Sec., of Mt. Hood Hwy., E. of Ptld. city limits (Traf. signal) 1972

CXA 4444 3-3-72

7763

October 16, 1973

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Gentlemen:

A post-final payment for $350 will be made to L. E. Comstock & Company, Inc., on Contract No. 7763 for traffic signal installation on the S. E. Powell Boulevard at S. E. 148th Avenue Section on the Mt. Hood Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $24,196.34 including the post-final payment. Of the total $23.34 is for force account.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

By
R. H. Graham, Assistant Manager

hs

cc L. E. Comstock & Company, Inc.
P. O. Box 377
Albany, Oregon 97321

Seaboard Surety Company
90 William Street
New York, New York 10038

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn Dick Hacek
L. W. Rulien

7763

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon ~~State Highway~~ Transportation Commission

DATE October 5, 1973

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Request for Time Extension
S. E. Powell Blvd. at S. E. 148th Ave.
Section
Mt. Hood Highway, Contract No. 7763

L. K. Comstock and Company, contractor on this project, has requested a total of 42 days time extension, citing extremely cold weather in early December 1972 and lack of qualified personnel to staff their project. The work covered installation of signals at one intersection with a contract amount of $25,560. Bids were opened May 25, 1972, with five bidders, and 240 days were allowed in the contract. The project was completed April 10, 1973, with 42 days liquidated damages accrued at $50 per day for a total of $2,100.

Neither of the reasons cited by the contractor are believed valid. The December cold weather did not affect the completion date. Poles did not arrive until February 7 so the project was idle through January after the cold weather. The specifications (108.09) specifically rule out shortage or inadequacy of labor as a reason for time extension. There was a delay in submitting the contract to the contractor for execution awaiting deposit from Multnomah County to cover a portion of the project funding. This justifies seven days extension.

I have therefore granted a seven-day extension of time on this project. This will leave 35 days and $1,750 liquidated damages in effect. This was a State project.

This matter will be on the agenda for your concurrence at the October 24 meeting.

cc: C. W. Head
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
L. W. Rulien
V. L. Gallagher
Bob Whipps
Gary Sund

fw dpy

7763

October 5, 1973

L. K. Comstock and Company, Inc.
Kern Division
136 West Ninth Avenue
Albany, OR 97321

Gentlemen:

We have reviewed your requests for a 42-day extension of the contract time on Contract No. 7763 for work on the S. E. Powell Blvd. at S. E. 148th Avenue Section of the Mt. Hood Highway in Multnomah County.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, a seven-day extension of time is granted which will reduce the time liquidated damages on this project. This is for excessive time that elapsed before the contract was sent to you for execution. The two reasons you offered for extension are not proper justification.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
L. W. Rulien
R. V. Cotton
V. L. Gallagher
[redacted]

JAB:fw dpv

Certified Copy

SEABOARD SURETY COMPANY

HOME OFFICE

No. 6964

NEW YORK, NEW YORK

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That SEABOARD SURETY COMPANY, a corporation of the State of New York, has made, constituted and appointed and by these presents does make, constitute and appoint **Walter J. Brooks or Eleanor Doudera or Richard F. Ferrucci or James F. Joyce or James A. Lee or William F. Mullen, Jr. or Edward F. Munson or Wm. R. Towne, II or Michael A. Verdrose,----------**

of **Brooklyn, New York,**
its true and lawful Attorney-in-Fact, to make, execute and deliver on its behalf insurance policies, surety bonds, undertakings and other instruments of similar nature as follows: **Without Limitations.**

Such insurance policies, surety bonds, undertakings and instruments for said purposes, when duly executed by the aforesaid Attorney-in-Fact, shall be binding upon the said Company as fully and to the same extent as if signed by the duly authorized officers of the Company and sealed with its corporate seal; and all the acts of said Attorney-in-Fact, pursuant to the authority hereby given, are hereby ratified and confirmed.

This appointment is made pursuant to the following By-Laws which were duly adopted by the Board of Directors of the said Company on December 8th, 1927, and are still in full force and effect:

ARTICLE VIII, SECTION 1:

"Policies, bonds, recognizances, stipulations, consents of surety, underwriting undertakings and instruments relating thereto. Insurance policies, bonds, recognizances, stipulations, consents of surety and underwriting undertakings of the Company, and releases, agreements and other writings relating in any way thereto or to any claim or loss thereunder, shall be signed in the name and on behalf of the Company

(a) by the President, a Vice President or a Resident Vice President and by the Secretary, an Assistant Secretary, a Resident Secretary or a Resident Assistant Secretary; or

(b) by an Attorney-in-Fact for the Company appointed and authorized by the President or a Vice President to make such signature; or

(c) by such other officers or representatives as the Board may from time to time determine.

The seal of the Company shall if appropriate be affixed thereto by any such officer, Attorney-in-Fact or representative."

IN WITNESS WHEREOF, SEABOARD SURETY COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereunto affixed and duly attested by its Assistant Secretary, this 18th day of August, 19 72.

Attest:

SEABOARD SURETY COMPANY,
By

(Seal) Richard H. Lewis
Assistant Secretary

W. S. Wehrell
Vice-President

STATE OF NEW YORK }
COUNTY OF NEW YORK } ss.:

On this 18th day of August, 19 72, before me personally appeared W. S. Wehrell Vice-President of SEABOARD SURETY COMPANY, with whom I am personally acquainted, who, being by me duly sworn, said that he resides in the State of New Jersey; that he is Vice-President of SEABOARD SURETY COMPANY, the corporation described in and which executed the foregoing instrument; that he knows the corporate seal of the said Company; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Company; and that he signed his name thereto as Vice-President of said Company by like authority.

State of New York, No. 24-7104540
Qualified in Kings County
Certificate filed in New York County
Commission Expires March 30, 1974

(Seal)

Violet Johnson
Notary Public

CERTIFICATE

I, the undersigned Assistant Secretary of SEABOARD SURETY COMPANY do hereby certify that the original Power of Attorney of which the foregoing is a full, true and correct copy, is in full force and effect on the date of this Certificate and I do further certify that the Vice President who executed the said Power of Attorney was one of the Officers authorized by the Board of Directors to appoint an attorney-in-fact as provided in Article VIII, Section 1, of the By-Laws of SEABOARD SURETY COMPANY.

This Certificate may be signed and sealed by facsimile under and by authority of the following resolution of the Board of Directors of SEABOARD SURETY COMPANY at a meeting duly called and held on the 25th day of March 1970.

"RESOLVED: (2) That the use of a printed facsimile of the corporate seal of the company and of the signature of an

This appointment is made pursuant to the following By-Laws which were duly adopted by the Directors of the said Company on December 8th, 1927, and are still in full force and effect:

ARTICLE VIII, SECTION 1:

"**Policies, bonds, recognizances, stipulations, consents of surety, underwriting undertakings and instruments relating thereto.** Insurance policies, bonds, recognizances, stipulations, consents of surety and underwriting undertakings of the Company, and releases, agreements and other writings relating in any way thereto or to any claim or loss thereunder, shall be signed in the name and on behalf of the Company

(a) by the President, a Vice President or a Resident Vice President and by the Secretary, an Assistant Secretary, a Resident Secretary or a Resident Assistant Secretary; or

(b) by an Attorney-in-Fact for the Company appointed and authorized by the President or a Vice President to make such signature; or

(c) by such other officers or representatives as the Board may from time to time determine.

The seal of the Company shall if appropriate be affixed thereto by any such officer, Attorney-in-Fact or representative."

IN WITNESS WHEREOF, SEABOARD SURETY COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereunto affixed and duly attested by its Assistant Secretary, this 18th day of August, 19 72

Attest:

SEABOARD SURETY COMPANY,
By
W. S. Wehrell
Vice-President

(Seal) Richard H. Lewis
Assistant Secretary

STATE OF NEW YORK }
COUNTY OF NEW YORK } ss.:

On this 18th day of August, 19 72, before me personally appeared W. S. Wehrell Vice-President of SEABOARD SURETY COMPANY, with whom I am personally acquainted, who, being by me duly sworn, said that he resides in the State of New Jersey; that he is Vice-President of SEABOARD SURETY COMPANY, the corporation described in and which executed the foregoing instrument; that he knows the corporate seal of the said Company; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Company; and that he signed his name thereto as Vice-President of said Company by like authority.

State of New York, No. 24-7104540
Qualified in Kings County
Certificate filed in New York County
Commission Expires March 30, 1974

Violet Johnson
Notary Public

(Seal)

CERTIFICATE

I, the undersigned Assistant Secretary of SEABOARD SURETY COMPANY do hereby certify that the original Power of Attorney of which the foregoing is a full, true and correct copy, is in full force and effect on the date of this Certificate and I do further certify that the Vice President who executed the said Power of Attorney was one of the Officers authorized by the Board of Directors to appoint an attorney-in-fact as provided in Article VIII, Section 1, of the By-Laws of SEABOARD SURETY COMPANY.

This Certificate may be signed and sealed by facsimile under and by authority of the following resolution of the Board of Directors of SEABOARD SURETY COMPANY at a meeting duly called and held on the 25th day of March 1970.

"RESOLVED: (2) That the use of a printed facsimile of the corporate seal of the company and of the signature of an Assistant Secretary on any certification of the correctness of a copy of an instrument executed by the President or a Vice-President pursuant to Article VIII, Section 1, of the By-Laws appointing and authorizing an attorney-in-fact to sign in the name and on behalf of the company surety bonds, underwriting undertakings or other instruments described in said Article VIII, Section 1, with like effect as if such seal and such signature had been manually affixed and made, hereby is authorized and approved."

IN WITNESS WHEREOF. I have hereunto set my hand and affixed the corporate seal of the Company to these presents this 10 day of July, 1973

SEABOARD SURETY COMPANY 1927 STATE OF NEW YORK

Karen Hayes
Assistant Secretary

Form 957 (Rev. 7-71)

SEABOARD SURETY COMPANY

HOME OFFICE: NEW YORK, N. Y.

Financial Statement—June 30, 1972

ASSETS		LIABILITIES	
*Stocks and Bonds	$59,943,894.89	Reserve for Unearned Premiums	$12,024,639.00
Cash in Office and Banks	1,598,631.40	Claim Reserves	6,580,702.00
Accrued Interest	313,473.54	Other Reserves	7,439,984.30
Outstanding Premiums	755,545.76	Capital Stock	2,500,000.00
Accounts Receivable	864,649.82	Surplus	34,930,870.11
Total Admitted Assets	$63,476,195.41	Total Liabilities	$63,476,195.41

* Bonds and Stocks are valued on basis approved by National Association of Insurance Commissioners. Securities carried at $2,255,307.09 in the above statement are deposited for the purposes required by law.

STATE OF NEW YORK
COUNTY OF NEW YORK } ss.:

I, H. M. FROST, President of SEABOARD SURETY COMPANY, do hereby certify that the foregoing is a full, true and correct copy of the Financial Statement of said Company, as of June 30, 1972.

IN WITNESS WHEREOF, I have signed this statement at New York, New York, this 10 day of July, 1973

SEABOARD SURETY COMPANY · 1927 · STATE OF NEW YORK ·

H M Frost
President

Form 157

STATE OF NEW YORK
COUNTY OF Kings } ss.:

On the 10 day of July in the year 1973, before me personally came Eleanor Doubleday, to me known, who, being by me duly sworn, did depose and say that he resides in Bklyn, N.Y., N. Y.; that he is the Attorney-in-Fact of the SEABOARD SURETY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order; and the affiant did further depose and say that the Superintendent of Insurance of the State of New York, has, pursuant to Section 327 of the Insurance Law of the State of New York, issued to Seaboard Surety Company his certificate of qualification, evidencing the qualification of said Company and its sufficiency under any law of the State of New York as surety and guarantor, and the propriety of accepting and approving it as such; and that such certificate has not been revoked.

Kathleen Schultz
Notary Public

KATHLEEN SCHULTZ
NOTARY PUBLIC, State of New York
No. 24-8858750
Qualified in Kings County
Commission Expires March 30, 1974

Form 860

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. ..... Contractor .....

Highway .....

Section .....

Kind of Work .....

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Recommend 7 days extension due to delay in State submitting contract.

Recommended for Approval:

..... Regional Engineer

..... Construction Engineer or ~~Bridge Engineer~~

..... Asst State Highway Engineer

Contract No.	
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

SP 81065-734

E-250 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 7/6/73, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 240 days to 254 days, within which to complete our Contract No. 7763, without the assessment of liquidated damages. The said contract is described as follows:

SE Powell Blvd. @ SE 148th Avenue

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Due to inclement weather between December 5th and December 20, 1972, we were unable to perform work on this project.

Respectfully submitted,

L. K. COMSTOCK & CO., INC.
Kern Division
Contractor

By Guy Moore
Guy Moore, Coordinator

CONSENT OF SURETY

Date July 10, 1973

We, SEABOARD SURETY COMPANY, A NEW YORK CORP.
of 90 William Street, New York, New York, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

SEABOARD SURETY COMPANY
BY: Eleanor Doudera
ELEANOR DOUDERA Attorney-in-fact

(SEAL)

TO: Semi Final for Contract 7763

DATE: May 17, 1973

FROM: R. V. Cotton, Res. Br. Engr.

SUBJECT: Report on Expected Claim for Time Extension

This report is to answer question no. 11 on the Construction Engineer's Report- "Do you expect the contractor to file any additional Claims?"

When discussing the 42 day overtime liquidated damage charges with the contractor he stated he would probably submit for a time extension. However he told me he was finding it very hard to come up with good reasons for asking for more time and to this date we have not received anything.

The contractor had two other signal contracts which were running out of time during the same month as ours did. He chose to complete the other two before ours.

He said he was short of help and that good competent help was hard to find - - this may be true, but still men can be found. He gave me no argument when I stated this to him.

The equipment ordered for this contract was in the contractors wharehouse in Albany, Oregon in plenty of time to complete the contract as the poles were ready for equipment during the first part of February, 1973.

Based on the above information I recommend that consideration be given to not granting him any time should he submit for a time extension.

R V Cotton

R. V. Cotton
Resident Bridge Engineer

FORM E-30 (REV. 10-60)

RECEIVED
OCT 3 1973
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1973

SUBJECT: Request for Time Extension
SE Powell Blvd. at SE 148th Ave. Section
Contract No. 7763

To: H. S. Coulter
Assistant State Highway Engineer

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

L. K. Comstock and Company requests a total of 42 days time extension on this project. They do this via two separate request forms each showing a different reasons, but both dated July 6, 1973. The two reasons are: 14 days in early December, 1972 during extremely cold weather, and 28 days for lack of qualified personnel to staff their project.

This project covered installation of signals at one intersection with a contract amount of $25,560. Bids were opened May 25, 1972 (five bidders), 240 days were allowed, and the project was completed April 10, 1973 with 42 days liquidated damages accrued at $50 per day or $2,100.

Neither of the contractor's reasons are believed valid. The December cold weather did not affect the completion date. Poles did not arrive until February 7, so the project was idle through January after the cold weather. The specifications (108.09) specifically rule out shortage or inadequacy of labor as a reason for time extension.

Although not cited by the contractor, I note that the contract was first sent to him for execution June 21, which is 27 days after the bid opening. This delay apparently occurred because we were waiting deposit from Multnomah County to cover a portion of the project funding. We have been consistently liberal in recognizing delay in tendering of contracts beyond the 20 days allowed by our specifications as a reason for time extension. I would recommend seven days extension on this reason for this project.

This would reduce the liquidated damages by $350 making it $1,750 leaving 35 days liquidated damages in effect. I note that the engineering cost overran by $715. This was a State project. Rough draft letters to the Transportation Commission and the contractor are attached.

JAB:fw
Enc.
cc V. L. Gallagher

7763

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 20, 1973

Mr. Guy Moore, Coordinator
L. K. Comstock & Company, Inc.
Kern Division
136 West Ninth Avenue
Albany, Oregon 97321

NOTED
H. S. COULTER

RE: S.E. Powell Blvd. at S.E. 148th Avenue Section
Contract No. 7763

Dear Mr. Moore:

Your June 15 letter and attachments are being referred to our Region Engineer, Mr. L. W. Rullen, in Milwaukie.

To properly request consideration of a contract time extension, you should submit Form No. 320, Contractor's Request for Extension of Time to Complete Construction Contract, showing consent of your surety, along with your detailed account of the circumstances justifying a time extension. These should be sent directly to our Resident Engineer; in this case, Mr. R. V. Cotton.

If you have not already done this, I suggest you do so promptly.

Very truly yours,

C. T. Keasey
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JAB:fw

cc L. W. Rullen

bc: H. S. Coulter

RECEIVED
JUN 21 1973
Office of
Assistant State Highway Engineer

7763

L. K. Comstock & Company, inc. ENGINEERING AND CONSTRUCTION

136 WEST NINTH AVENUE

KERN DIVISION
ALBANY, OREGON 97321

(503)926-2272

REFERRED TO
Hwy Engr

June 15, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97210

Re: Contract #7763

Attn: Mr. C. W. Head

Gentlemen:

With respect to the liquidated damages incurred on the above subject project, we feel we are entitled to relief from a portion of them per the following:

On December 5, 1972, we were stopped by the State Inspector from installing loops due to frost conditions. We did not perform any work on this project until December 20, 1972, due to inclement weather. For this, we are requesting a 14 day extension.

The reason we were unable to complete the project in February and March was the unavailabilty of qualified personnel. We draw our labor supply from the International Brotherhood of Electrical Workers and they were unable to supply us with the required manpower. It is on this basis that we ask relief from the liquidated damage clause.

Thank you in advance for your cooperation in this matter.

Very truly yours,

Guy Moore
Coordinator

GM/ps
enclosures
Master
6020019

RECEIVED
STATE HWY ENGR
JUN 18 '73
REFER TO
Coulter
FOR

RECEIVED
JUN 18 1973
Office of
Assistant State Highway E...

JUN 18 1973

6-19-73
Coulter in this Office
w/copy ltr
TAA

7763

June 11, 1973

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Gentlemen

On June 6, 1973, we wrote to you concerning release of final payment on Contract No. 7763 awarded to L. K. Comstock & Company, Inc., for traffic signal installation on the S. E. Powell Boulevard at S. E. 148th Avenue Section of the Mt. Hood Highway in Multnomah County.

Final payment on this contract is $1,190.88 and the total contract amount is $23,846.34 including $25.84 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc L. K. Comstock & Co., Inc.
P. O. Box 377
Albany, Oregon 97321

Seaboard Surety Company
90 William Street
New York, New York 10038

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
L. W. Rulien

7763

June 4, 1973

TO Oregon State Highway Commission

FROM
F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7763, Work Completed April 18, 1973

Project S.E. Powell Blvd. at S.E. 148th Ave.

Highway Mt. Hood, County Multnomah

Type of Work Traffic Signal Installation

Contractor L. K. Comstock & Company, Inc.

Recommended Acceptance Date June 4, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on July 10, 1973 for your formal concurrence.

VG:bb
cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart
V. Gallagher

7763

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: SE Powell Blvd. at SE 148th Avenue	SECTION: SE Powell Blvd. at SE 148th Avenue	WEEK ENDING: April 27, 1972
CONTRACTOR: L. K. Comstock & Co., Inc.	HIGHWAY: Mt. Hood	SECTION PREFIX: 26-1627
DATE OF CONTRACT: June 20, 1972	KIND OF WORK: Traffic Signals	COUNTY: Multnomah
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0	CONTRACT NUMBER: 7763	FEDERAL AID PROJECT NUMBER: STATE
PROJECT AUTHORIZATION: $ 29,380.70	DATE WORK STARTED: November 9, 1972	ESTIMATED COMPLETION DATE: - - - - - - - -
EXCLUSIVE OF ENGINEERING: $ 26,814.70	SPECIFIED WORK DAYS	WORK DAYS USED
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 30,660.00	SPECIFIED CALENDAR DAYS 240	CALENDAR DAYS USED 282
ESTIMATED PERCENT: OVERRUN / UNDERRUN Overrun 14.3 %	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 117.5
	ENGINEERING AUTHORIZATION $ 2,566.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
	ENGINEERING COST TO DATE $ 2,567.37	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
	PERCENT OF AUTHORIZATION 100.0 %	DATE PROJECT WAS COMPLETED: April 20, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

1- pickup, misc, hand tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22	Fair Warm	X 0		
MONDAY 23	Partly Cloudy	X 0		
TUESDAY 24	Cloudy Warm	X 0		
WEDNESDAY 25	Clear	X 0		
THURSDAY 26	Clear	X 0		
FRIDAY 27	Partly Cloudy	X 0		
SATURDAY 21	Fair Warm	X 0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 22	No activity.
23 MONDAY	Cleaned up the jobsite.
24 TUESDAY	No activity.
25 WEDNESDAY	No activity.
26 THURSDAY	No activity.
27 FRIDAY	No activity.
21 SATURDAY	No activity.

REMARKS

STATUS : Final inspection was made by Mr. D. H. Haller, Jr., Regional Construction Engineer, on April 20, 1973. The contract is 100% complete. There will be no more weeklies.

cc: 2- Construction
1- Region 1
1- Traffic
1- File

SIGNED Dennis S. Carlson LOCATION Milwaukie

R. V. Cotton, Res. Br. Engr., by Dennis S. Carlson

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

7763

Salem

April 18, 1973

C. T. Keasey, Construction Engineer

L. N. Young, Office Engineer

Request Contract Acceptance

Contract 7763, Work Completed April 10, 1973

Project SE Powell Blvd. at SE 148th Ave.

Highway Mt. Hood

County Multnomah

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date _____

Conditions not acceptable:

Construction Engineer

VG:dg

cc H. S. Cox
J. R. Oakes
Virgil Boyd
John Jenkins
Donald L. Trout
V. Gallagher

RECEIVED
AUG 21 1972
FOR FILING

7763

August 21, 1972

L. K. Comstock & Co., Inc.
P. O. Box 577
Albany, Oregon 97321

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7763 for traffic signal installation on the S. E. Powell Boulevard at S. E. 148th Avenue Section of the Mt. Hood Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Seaboard Surety Company
90 William Street
New York, New York 10038

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
R. V. Cotton

RECEIVED
JUN 21 1972

7763

bc C. T. Casey
Walt ...rt
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
R. V. Cotton
William Geibel (SAIF)

June 21, 1972

L. K. Comstock & Co., Inc.
P. O. Box 577
Albany, Oregon 97321

Gentlemen:

The State Highway Commission on May 31, 1972, accepted your proposal for traffic signal installation on the S. E. Powell Boulevard at S. E. 148th Avenue Section of the Mt. Hood Highway in Multnomah County and referred it to the Administrator of Highways with authority to award the contract as soon as Multnomah County approves the project and deposits $14,690.

These conditions were fulfilled and the Administrator of Highways June 20 awarded you the project, which has been assigned Contract No. 7763.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin July 3, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, OR

RECEIVED
JUN 19
FOR

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
BEN PADROW
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon

BOARD OF COUNTY COMMISSIONERS
ROOM 605, COUNTY COURT HOUSE ■ PORTLAND, OREGON ■ 97204

7763

June 15, 1972

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: Mr. R. L. Schroeder,
Ass't. State Highway Engineer

Mr. R. L. Nordlander, Director
Dept. of Public Works
2115 SE Morrison Street
Portland, Oregon

Mr. Loren Kramer, Director
Dept. of Administrative Services
Accounting Division
Room 203 - Court House

Attention: Mr. Ralph Hawkins, Deputy Director

Dear Sir:

Be it remembered, that at a meeting of the Board of County Commissioners held June 15, 1972, the following action was taken:

Request Director of Public Works that a Road Fund warrant in the amount of $14,690. be issued payable to the Oregon State Highway Division, as an advance deposit for the County's share of cost of traffic installation at the intersection of Mt Hood Highway and SE 148th Ave. - funds available in the Road Fund New Construction appropriation, 02-15-02/667-00-00

ORDERED, unanimously, that said request be granted.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Dorothy Becker
Clerk of Board

ja
Enc - Accounting Div.

NOTED
R. L. SCHROEDER

RECEIVED
JUN 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 31 1972
FOR FILING

7763

May 30, 1972

Mr. Robert L. Nordlander
Department of Public Works
2115 SE Morrison
Portland, Oregon 97204

Dear Mr. Nordlander:

Traffic Signal installation - Mt. Hood
Highway at SE 148th Avenue

On May 25, bids were opened for the proposed traffic signal installation at the intersection of the Mt. Hood Highway with SE 148th Avenue in Multnomah County.

The pertinent facts concerning the bid are as tabulated below:

Low Bid	$25,560
Flagging	100
Subtotal	$25,660
Engineering & Contingencies (14.5%)	3,721
Total cost	$29,381
County's Share (50%)	$14,690

If you will submit the County's check for $14,690, we will award the contract. It is necessary that the contract be awarded within 30 days of the bid opening.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

VPJ:sv el
bc: Tom Edwards
F. B. Klaboe
L. E. George
L. W. Rulien

RECEIVED
MAR 27 1972
FOR FILING
STATE OF OREGON

7763

OREGON STATE HIGHWAY DIVISION

5 u
2-22-72

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 3, 1972

Hon. Clay Myers
Secretary of State
121 State Capitol
Salem, Oregon 97310

Attention: Ione Hanson

MISC. CONTRACTS AND AGREEMENTS No. 4444

Mail 1 to Ind
SE 148th

Dear Mr. Myers:

Please publish in the March 15, 1972, issue of your Administrative Rule Bulletin the attached Notices of the adoption of rules concerning the installation of traffic signals and speed zones.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:dr
Att.

I hereby certify that the Oregon State Highway Commission on February 22, 1972, approved the attached Notices.

---

cc George M. Baldwin
Tom Edwards
L. P. Shaw
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. B. Sipprell
L. I. Lindas
L. E. George
Gary Sund

RECEIVED
MAR 30 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 3, 1972

#10A

7763

Hon. Clay Myers
Secretary of State
121 State Capitol
Salem, Oregon 97310

Attention: Ione Hanson

Mt. Hood Hwy - S.E. 148 - 4

Dear Mr. Myers:

Please publish in the March 15, 1972, issue of your Administrative Rule Bulletin the attached Notices of the adoption of rules concerning the installation of traffic signals and speed zones.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:dr
Att.

I hereby certify that the Oregon State Highway Commission on February 22, 1972, approved the attached Notices.

cc George M. Baldwin
Tom Edwards
L. P. Shaw
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. B. Sipprell
L. I. Lindas
L. E. George
Gary Sund

OREGON STATE HIGHWAY COMMISSION

NOTICE OF ADOPTION OF A RULE CONCERNING
TRAFFIC SIGNALS IN WOODBURN

The Oregon State Highway Commission on February 22, 1972, approved installation of traffic control signals at the intersection of the Hillsboro-Silverton Highway and Boones Ferry Road in Woodburn as prescribed in the Manual on Uniform Traffic Control Devices.

OREGON STATE HIGHWAY COMMISSION

NOTICE OF ADOPTION OF A RULE CONCERNING
TRAFFIC CONTROL SIGNALS ON
THE MT. HOOD HIGHWAY IN MULTNOMAH COUNTY

The Oregon State Highway Commission on February 22, 1972, approved the installation of traffic control signals and left-turn refuges at the intersection of Mt. Hood Highway and S. E. 148th Avenue in Multnomah County.

OREGON STATE HIGHWAY COMMISSION

NOTICE OF ADOPTION OF RULES CONCERNING PLACING OF SPEED ZONES AND INSTALLATION OF TRAFFIC CONTROL DEVICES

(1) The Oregon State Highway Commission on February 22, 1972, adopted the following rules for placing of speed zones under normal conditions:

a) The 85 percentile speed of existing traffic shall be determined;

b) The average accident rate for similar areas statewide shall be determined;

c) The accident rate for the specific section being considered shall be determined;

d) The algebraic difference between the accident rate for similar statewide sections and the accident rate for the section being considered shall be determined;

e) The safe speed shall be established as an algebraic summation of the 85 percentile speed and the difference in accident rates as determined in step D; and

f) The speed may be varied not to exceed five miles per hour, plus or minus, from that determined in step E as may be prudent due to volume of traffic, natural topographic or physical impediments, or for such other reasons as the Commission may deem appropriate.

(2) The Oregon State Highway Commission on February 22, 1972, adopted the following rules for placing speed zones under emergency conditions:

a) Speeds shall be established at such levels as the Engineer deems prudent;

b) In establishing such speeds, the Engineer shall consider the volume of traffic, the condition of the roadway, the weather, or any other conditions which should be considered to insure that traffic passes through the area in safety;

c) The speed zones shall have the full force and effect of law during the time they must remain in effect to insure safe traffic conditions in the area; and

d) Such speed zones will be removed when the condition necessitating their designation has been removed or corrected.

(3) The Oregon State Highway Commission on February 22, 1972, adopted the following rules for installation of traffic control devices:

The proposed rules for installation of traffic control devices are those warrants established in the "Manual on Uniform Traffic Control Devices for Streets and Highways" as approved by AASHO and the National Joint Committee on Uniform Traffic Control Devices. These warrants are shown in the Manual as 4c-3, 4c-4, 4c-5, 4c-7, 4c-8, 4c-9 and 4c-10. Copies of the proposed rules (warrants) may be obtained from the Traffic Engineer, Room 505, State Highway Building, Salem, Oregon 97310.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
JAN 1972
FOR FILING

G. M. B.

OREGON STATE HIGHWAY DIVISION

7763

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 28, 1971

Hon. Clay Myers
Secretary of State
121 State Capitol
Salem, Oregon 97310

Attention: Ione Hanson

Dear Mr. Myers:

Please publish in the January 15, 1972, issue of your Administrative Rules Bulletin the attached Notice of the proposed adoption of a rule concerning the installation of traffic control signals and left-turn refuges at the intersection of Mt. Hood Highway and S. E. 148th Avenue, Multnomah County. Also publish Exhibit A which is attached to the Notice.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn
Att.

cc George M. Baldwin
R. L. Porter
Tom Edwards
L. P. Shaw
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. B. Sipprell
L. I. Lindas
F. B. Crandall
Gary Sund

RECEIVED
DEC 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

NOTICE OF A PROPOSED RULE
CONCERNING INSTALLATION OF TRAFFIC CONTROL SIGNALS
AND LEFT-TURN REFUGES
AT INTERSECTION OF MT. HOOD HIGHWAY AND S.E. 148TH AVENUE
MULTNOMAH COUNTY

1. The Oregon State Highway Commission proposes to adopt the Rule set forth in Exhibit A attached hereto with respect to the installation of traffic control signals and left-turn refuges at intersection of Mt. Hood Highway and S. E. 148th Avenue, Multnomah County.

2. Interested persons may submit written data, views or arguments to George M. Baldwin, State Highway Administrator, State Highway Building, Salem, Oregon 97310, on or before the 7th day of February, 1972.

3. Interested persons desiring to express or submit data, views, or arguments at a public hearing must make a request for such a hearing to George M. Baldwin, State Highway Administrator, on or before February 7, 1972. In the event 25 or more persons request a public hearing, a public hearing will be scheduled for a later date. The time, date and place of the public hearing will be circulated and published in newspapers of general circulation.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

EXHIBIT A

The Oregon State Highway Commission proposes to install traffic control signals and left-turn refuges at the intersection of the Mt. Hood Highway and S. E. 148th Avenue in Multnomah County.

RECEIVED
JUN 27 1972
FOR FILING

7763

5 U

2-22-72

March 1, 1972

Board of County Commissioners
Multnomah County
Courthouse
Portland, Oregon 97204

Attention: Dorothy Decker
Clerk of Board

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of left-turn refuges and traffic signals at the intersection of the Mt. Hood Highway and S. E. 148th Avenue.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm
Att.
cc L. E. George
(conf. agree. att.)

FORM E-30 (REV. 10-69)

7163

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1972

To: R. N. Bothman
Maintenance Engineer

B U I L D I N G

SUBJECT: Highway Commission Actions
February 22, 1972

There are attached copies of Commission letters covering four actions taken at the meeting of February 22.

These are as follows:

Agenda Item 5-a-2	Speed zoning, Pacific Hwy. West, Lewisburg
Agenda Item 5-c	Four-way stop, Monmouth Hwy. at Monmouth Street, Monmouth
Agenda Item 5-r	Rerouting of Olds Ferry-Ontario Hwy. Ontario. This is a cooperative project, the details of which are spelled out in the agreement which will be delivered to you in the near future.
Agenda Item 5-u	Traffic signals and left-turn refuges, Mt. Hood Highway at 148th Avenue. The signals will be contracted at the March bid opening. The left-turn refuges are to be constructed by State Forces.

Will you please arrange for the work to be implemented on these actions and for this office to notified when the work is completed.

L. E. George
Traffic Engineer

VPJ:pb

cc: R. L. Schroeder

RECEIVED
FEB 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

RECEIVED
JAN 26 1972
FOR FILING

7763

January 25, 1972

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with Multnomah County covering installation of left-turn refuges and traffic signals at the intersection of the Mt. Hood Highway and S. E. 148th Avenue in Multnomah County.

The agreement provides that the State shall be responsible for the work of the project. The estimated cost of the traffic signal installation is $30,000, which will be shared equally between the State and County. The State will maintain the signals and the County will be responsible for all power consumption costs. The State will pay for construction of the left-turn refuges, which are estimated to cost $15,000. The State's share of this project is to be charged to Minor Betterment Funds.

Notice of this proposed action has been published in the Secretary of State's Administrative Rules Bulletin and no remonstrances have been received as a result of the publication.

We recommend approval of the agreement and authorization for the Secretary to sign on your behalf.

This matter will be on the agenda for your consideration at the February 22 meeting.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

VPJ:njc 1a

bc Floyd Query
George M. Baldwin
F. B. Klaboe
Gary Ross
E. S. Hunter
R. L. Schroeder
Gary Sund
L. E. George
V. E. Skoog
R. N. Bothman
H. S. Cox
L. W. Rulien

RECEIVED
DEC 27 1971

7763

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
BEN PADROW
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon

BOARD OF COUNTY COMMISSIONERS
(503) 227-8411 ■ ROOM 605, COUNTY COURT HOUSE ■ PORTLAND, OREGON ■ 97204

December 21, 1971

Oregon State Highway Commission
Salem, Oregon 97310
Attention: Mr. F. P. Klaboe,
Assistant State Highway Engineer

Dear Sirs:

We are transmitting herewith copy of Order of the Board of County Commissioners, dated December 16, 1971, in the matter of the execution of an Agreement with the State of Oregon, by and through its State Highway Commission, for the signalization of the Intersection of SE Powell Blvd. and SE 148th Avenue, Multnomah County, Oregon.

We are also transmitting herewith Agreement in duplicate which has been executed on behalf of Multnomah County. Kindly return one fully executed copy of said Agreement to this office - attention Clerk of the Board.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Dorothy Becker
Clerk of Board

ja
Encs - 3

RECEIVED
DEC 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 23 1971
FOR FILING

7763

November 23, 1971

Mr. Robert L. Nordlander
Director of Public Works
Multnomah County
2115 S. E. Morrison Street
Portland, Oregon 97204

Dear Mr. Nordlander:

In response to your letter of September 1, we have made an investigation of anticipated traffic conditions at the intersection of S. E. Powell Boulevard (US26) and S. E. 148th Avenue.

It appears that construction of left-turn refuges on Powell Boulevard and the signalization of the intersection are in order. Attached are two copies of an agreement covering this work. By terms of the agreement, the State will construct the left-turn refuges at its expense. The cost of the traffic signal installation will be shared equally between State and County with the State caring for future maintenance and the County, the power consumption.

Will you please arrange for the execution of these agreements by the County officials and return them to this office. We will then arrange for their execution by the State Highway Commission, after which you will be furnished with a fully executed copy.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

VPJ:pb ia

bc R. L. Porter
Tom Edwards
L. E. George
L. W. Rulien

RECEIVED
NOV 24 1971

FOR FILES

7763

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 27, 1971

To: F. B. Klaboe
Asst. State Highway Engineer

SUBJECT: Traffic Signal Installation
Left Turn Channelization
S. E. Powell Blvd. & 148th Ave.
Multnomah County
FBK 4432

4432

Attached is a report from the Regional Office requesting a three-phase traffic signal and left-turn channelization at the intersection of S. E. Powell Boulevard and 148th Avenue. This investigation was initiated at the request of Multnomah County. Under the proposed policy that will be considered by the Commission, the State would pay 100% of the channelization costs and 50% of the traffic signals for a total estimated cost to the State of $30,000.

I concur with the recommendation of the Region. If you approve, we will prepare the agreements for transmittal to the county.

L. E. George
Operations Engineer

LEG:lp
Attachment

Approved 11-5-71
Asst. State Hwy. Engr

RECEIVED
OCT 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TRAFFIC CONTROL
ENGINEER

NOV 8 - 1971

TRAFFIC ENGINEER

BP 52475-734

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
October 6, 1971

To: L.W. Rulien
Regional Engineer

SUBJECT: Request for Signalization and Left Turn Channelization
S.E. Powell Blvd. at S.E. 148th Avenue
US26 - Hwy.No. 26 - MP 8.55
FBK4432

As requested, an investigation of traffic conditions was made at the subject intersection to determine the need for traffic signals and left turn lanes as requested by Multnomah County in their letter of September 1, 1971.

The attached sketch map shows existing physical features on S.E. Powell Blvd. through the intersection of S.E. 148th Avenue. The south leg of 148th Avenue is now in existance and serves a residential area. There is a minor traffic volume using this street. Existing sight distance is approximately 1,000 feet in each direction from 148th Avenue. The posted speed is 45 MPH.

Attached you will find a flow diagram showing the estimated 1972 ADT using the proposed northerly leg of 148th Avenue. This estimate was derived from existing traffic volumes north of Division Street on 148th Avenue and existing traffic volumes on 162nd Avenue which forms a similar type intersection with Powell Blvd. Based on these traffic volumes, signal warrants are met. One thousand vehicles are estimated to make left turns from west to north.

The attached plan shows the type of channelization that can be accommodated on existing right-of-way at an estimated cost of $15,000. Parking removal is also necessary. There is a small store in the northeast quadrant at 150th Avenue which has parking on a widened shoulder area within the right-of-way. A three phase, fully actuated traffic signals is estimated to cost $28,000.

It should be kept in mind that traffic signals are now warranted at S.E. 162nd, 174th, and 182nd Avenues at this time. Also left turn channelization is desirable at S.E. 132nd, 162nd, 174th, and 182nd Avenues. We have received numerous complaints and requests for traffic signals at these locations. A check was made of the intersection spacing to allow for signal progression between S.E. 112th Avenue and S.E. 182nd Avenue. The distances between intersections was from 0.47 to 0.72 of a mile. A desirable spacing is approximately ½ mile on a 80 second cycle or approximately ½ of the existing spacing.

NOTED
L.E. GEORGE

A three phase, fully actuated traffic signal and left turn channelization are recommended if funds are available to finance ½ the costs of the traffic signal and the total cost of the channelization at the time the County project is expected to be completed.

ORIGINAL SIGNED BY
R. W. EAILMEZGER
Ronald W. Failmezger
Regional Traffic Engineer

RWF:sdl

Attahcments

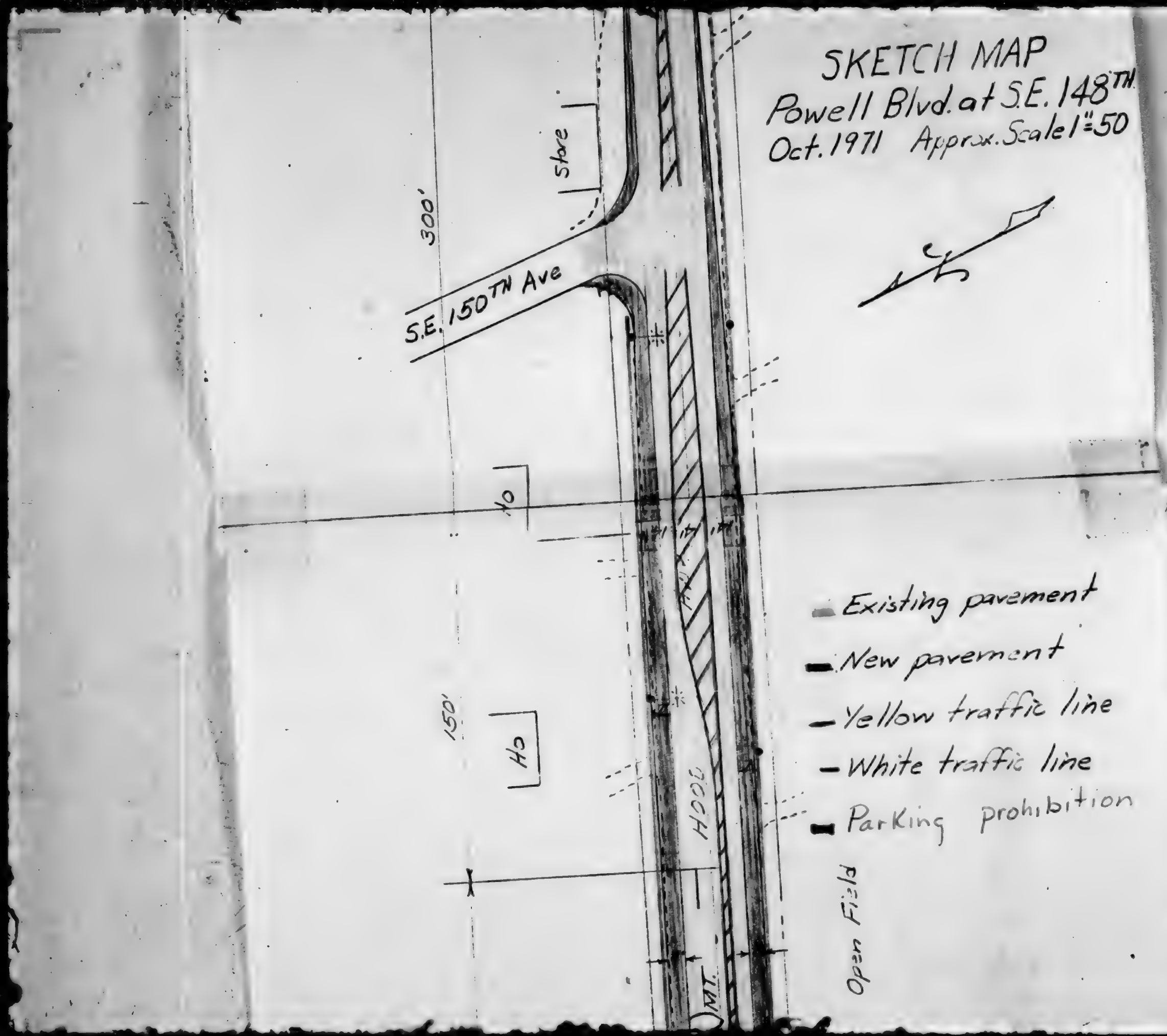
CC: F.B. Crandall - 2
M.W. Stovall

SKETCH MAP
Powell Blvd. at S.E. 148TH
Oct. 1971 Approx. Scale 1"=50

SKETCH MAP

Powell Blvd. at S.E. 148TH

Oct. 1971 Approx. Scale 1"=50



- Existing pavement
- New pavement
- Yellow traffic line
- White traffic line
- Parking prohibition

Parking prohibited on

Open Field

150'

Wooded Area

MT.

S.E. 148TH Ave.

50'

CHILDREN

Proposed 148TH Ave

14'

H6

H5

150'

SCHOOL CROSSING

SCHOOL CROSSING

H5

H5

150'

H5

150'

H5

14' 14' 14'

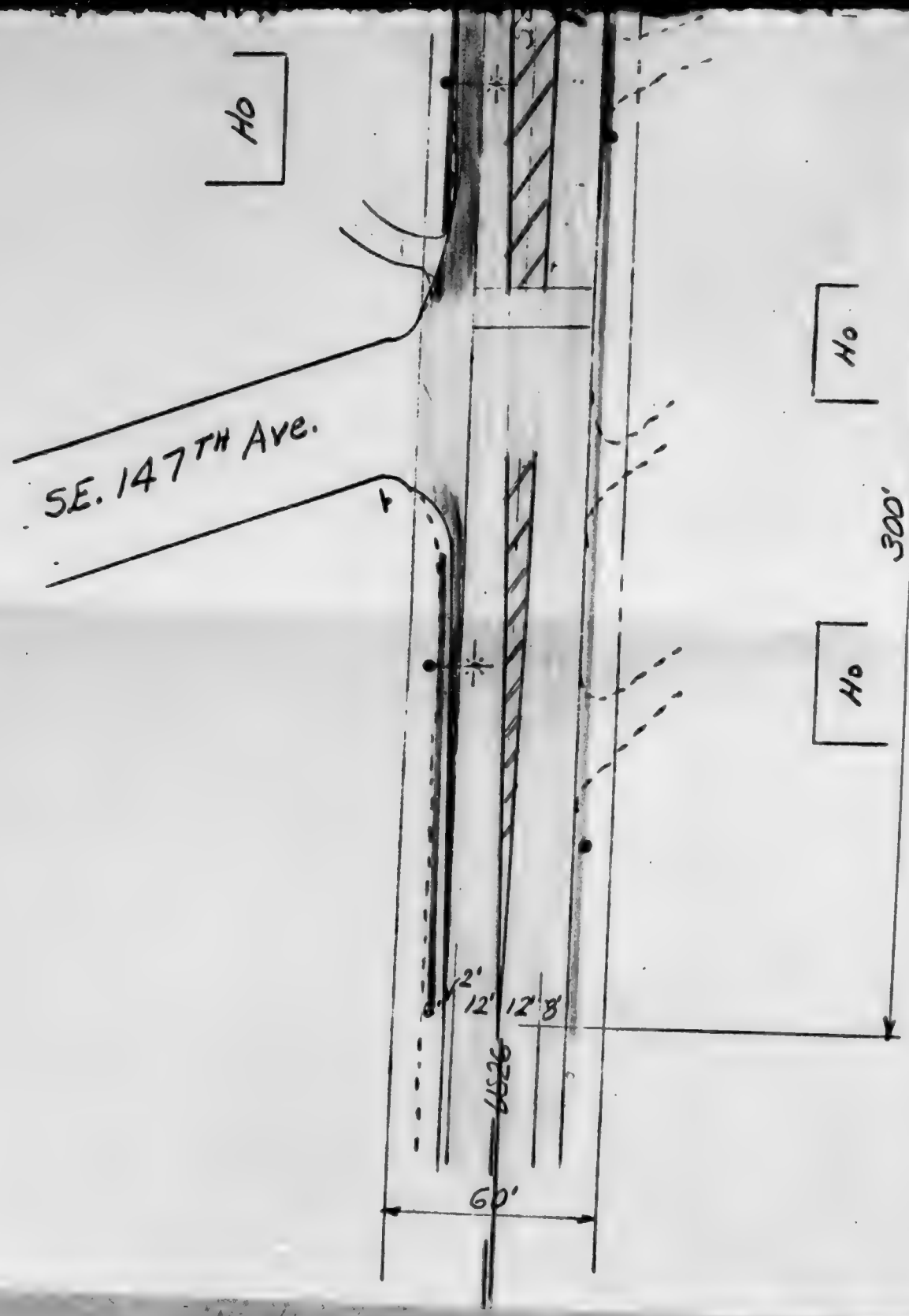
H0

H0

H0

300'

SE. 147TH Ave.


HO
SE. 147TH Ave.
HO
HO
300'
2'
12'
12'
8'
60'

1. _____
2. _____
3. _____
4. _____
5. _____

TYPICAL VIEWS
S.E. Powell Blvd. at S.E. 148th Avenue

1. Looking east on S.E. Powell Blvd. from 125 feet west of S.E. 147th Avenue.

2. Looking east on S.E. Powell Blvd. from 200 feet west of S.E. 149th Avenue.

3. Looking west on S.E. Powell Blvd. from 200 feet east of S.E. 150th Avenue.

4. Looking west on S.E. Powell Blvd. from 300 feet east on S.E. 148th Avenue.

5. Looking north on S.E. 148th Avenue from 150 feet south of S.E. Powell Blvd.

2.
3.
4.
5.

TYPICAL VIEWS
S.E. Powell Blvd. at S.E. 148th Avenue

1. Looking east on S.E. Powell Blvd. from 125 feet west of S.E. 147th Avenue.

2. Looking east on S.E. Powell Blvd. from 200 feet west of S.E. 149th Avenue.

3. Looking west on S.E. Powell Blvd. from 200 feet east of S.E. 150th Avenue.

4. Looking west on S.E. Powell Blvd. from 300 feet east on S.E. 148th Avenue.

5. Looking north on S.E. 148th Avenue from 150 feet south of S.E. Powell Blvd.

3.
4.
5.

TYPICAL VIEWS
S.E. Powell Blvd. at S.E. 148th Avenue

1. Looking east on S.E. Powell Blvd. from 125 feet west of S.E. 147th Avenue.

2. Looking east on S.E. Powell Blvd. from 200 feet west of S.E. 148th Avenue.

3. Looking west on S.E. Powell Blvd. from 200 feet east of S.E. 150th Avenue.

4. Looking west on S.E. Powell Blvd. from 300 feet east on S.E. 148th Avenue.

5. Looking north on S.E. 148th Avenue from 150 feet south of S.E. Powell Blvd.

4.
5.

TYPICAL VIEWS
S.E. Powell Blvd. at S.E. 148th Avenue

1. Looking east on S.E. Powell Blvd. from 125 feet west of S.E. 147th Avenue.

2. Looking east on S.E. Powell Blvd. from 200 feet west of S.E. 148th Avenue.

3. Looking west on S.E. Powell Blvd. from 200 feet east of S.E. 150th Avenue.

4. Looking west on S.E. Powell Blvd. from 300 feet east on S.E. 148th Avenue.

5. Looking north on S.E. 148th Avenue from 150 feet south of S.E. Powell Blvd.

TYPICAL VIEWS
S.E. Powell Blvd. at S.E. 148th Avenue

1. Looking east on S.E. Powell Blvd. from 125 feet west of S.E. 147th Avenue.

2. Looking east on S.E. Powell Blvd. from 200 feet west of S.E. 147th Avenue.

3. Looking west on S.E. Powell Blvd. from 200 feet east of S.E. 150th Avenue.

4. Looking west on S.E. Powell Blvd. from 300 feet east on S.E. 148th Avenue.

5. Looking north on S.E. 148th Avenue from 150 feet south of S.E. Powell Blvd.

TRAFFIC SIGNAL WARRANT COMPARISON

OREGON STATE HIGHWAY DEPARTMENT
DIVISION I

City _____ County Multnomah

Highway Name Powell Blvd. Proposed Intersecting Road S.E. 148th Avenue

Route No. US26 Highway No. 26 Mile Point 8.55

Item	Observed Conditions 1/	Minimum Warrant 2/
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	700	350
Average Hourly Minor Street Volume-Same 8 hrs. (Highest hourly volumes from either approach)	140	140
Interruption of Continuous Traffic Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	700	525
Average Hourly Minor Street Volumes-Same 8 hrs. (Highest hourly volumes from either approach)	140	70
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max 8 hrs. (Total of both approaches)	—	—
Average Hourly Ped. Volume Across Major St.-Same 8 hrs. (Highest volume crosswalk)	—	—
Accident Experience Warrent:		
Preventable accidents (Last 12 months)		

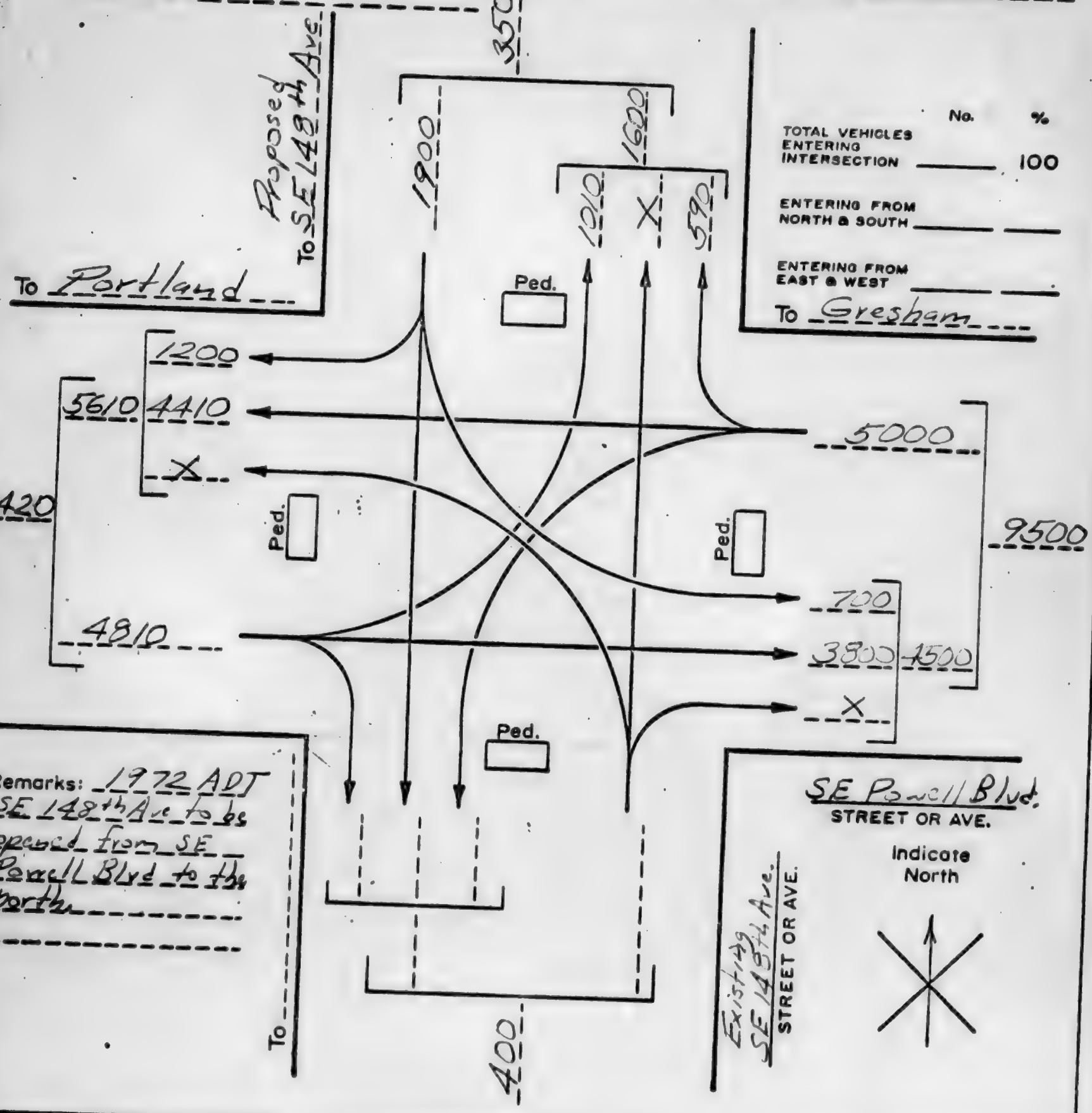
1/ Based on estimated 1972 ADT

2/ 70% warrant because of 45 MPH speed. Side street has 2 or more approach lanes.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 1972 ADT Est.
DAY OF WEEK _____
ACTUAL COUNT (VEH) _____ HRS.
HOURS COUNTED _____
PEDESTRIAN COUNT _____ HRS.
HOURS COUNTED _____
WEATHER _____

CITY OF _____
INTERSECTION OF SE Powell Blvd
Proposed AND SE 148th Ave.
STATION NO. MP855
CODE NO. _____
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	_____	100
ENTERING FROM NORTH & SOUTH	_____	_____
ENTERING FROM EAST & WEST	_____	_____

To Gresham

Remarks: 1972 ADT
SE 148th Ave to be
opened from SE
Powell Blvd to the
North

SE Powell Blvd.
STREET OR AVE.

Existing SE 148th Ave.
STREET OR AVE.

Indicate North

12-55

OREGON STATE HIGHWAY DIVISION

September 24, 1971

Re: FBK 4432

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

10-17

Mr. Robert L. Nordlander
Director of Public Works
2115 SE Morrison Street
Portland, Oregon 97214

Dear Mr. Nordlander:

This will acknowledge your letter of September 1 concerning the need for traffic signals and left-turn refuges at the intersection of Powell Boulevard and SE 148th Avenue.

This location will be investigated and at such time as the investigation is completed I will communicate with you further.

Very truly yours,

F. B. Klaboe
Assistant State Highway Engineer

by

L. E. George
Operations Engineer

NOTED
F. B. KLABOE

VPJ:njc

bc: L. W. Rulien -- Please investigate & report. This assignment has a due date of Oct. 17.
F. B. Klaboe

RECEIVED
SEP 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
BEN PADROW
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon

R. L. NORDLANDER, DIRECTOR, DEPARTMENT OF PUBLIC WORKS
MAIN OFFICE (503) 233-5861 • 2115 S. E. MORRISON STREET • PORTLAND, OREGON 97214

September 1, 1971

Edwards

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention Mr. R. L. Porter
State Highway Engineer

SEP 23 1971
TRA F.C ENGINEER

Gentlemen:

Re: S.E. 148 Avenue & Powell Boulevard

Multnomah County is in the process of constructing a section of S.E. 148 Avenue between S.E. Division Street and S.E. Powell Boulevard (Oregon State Highway #26). This is a portion of Project 34 on the Portland-Vancouver Metropolitan Area Transportation Study for the year 1990. Our construction department plans to pave said S.E. 148 Avenue in the 1972 construction year.

S.E. 148 Avenue will need signalization at Powell Boulevard (Highway 26), therefore we request an agreement be drawn for the installation of said traffic signal and also that left-turn refuges be considered for Powell Boulevard at S.E. 148 Avenue. An intersection plan is enclosed.

Yours very truly,

ROBERT L. NORDLANDER, Director
Public Works

HWS:gh
Encl - Intersection plan

RECEIVED
SEP 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FRK orig to Quigg - R/W
copy to Schroeder
9-23-71

D=2.5° Curve Lt.
Δ = 7°11'55"
R = 2291.83'
T = 144.16'
L = 287.94'

Garage to be demolished & cleared

S.E. 148th Ave.

8-30-71

1" = 50'

STD. DRAIN

Sump

8" conc. drain Pipe - 7'

S.E. 148th Ave.

8-30-71

1" = 50'

POWELL BLVD.

S.E.

7764 W. Pendleton Interch. Sec., of 1972
FAS 470
(Interchange revision)

C&A 4478 5-22-72

1764 - 6-23-75 STATE COPY R

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
SU-578(1)	Umatilla	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work under this contract consisted of grading and paving interchange ramps, sign installation, and landscaping.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Rogers Construction, Inc.	$428,957.00

COPY SENT
JUN 17 1975
Washington

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* [signature]

TITLE Constr Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

6-18-75 ey Constr.

RECEIVED
JUN 18 1975
Office of
Assistant State Highway Engineer

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 44 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.207	44		

NOTED
H.S. COULTER

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
R. A. Nichols	June 17, 1975

12. IN COMPANY WITH
Dale Allen, Reg Constr Engr. OSHD.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE [signature] R. A. Nichols		16. SIGNATURE Original signed by E. J. Valach Dist. Engineer E. J. Valach	
14. TITLE Area Engineer	15. DATE 6-17-75	17. TITLE District Engineer	18. DATE 6-17-75

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

7764

January 14, 1975

The Travelers Insurance Companies
1200 Sixth Ave.
Seattle, WA 98101

Attn: Mark S. Richardson
Account Analyst, Surety Dept.

Gentlemen:

On January 7, 1975, we wrote to you concerning release of final payment on Contract No. 7764 awarded to Rogers Construction, Inc. for work on the West Pendleton Interchge. Section of FAS 470 in Umatilla County.

Final payment on this contract is $5,000 and the total contract amount is $383,903.25 including $6,749.18 for work performed under force account.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

rw

cc: Rogers Construction, Inc.
11760 N.E. Glisan Street
Portland, OR 97220

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

7764

January 7, 1975

The Travelers Insurance Companies
1200 Sixth Avenue
Seattle, Washington 98101

Attention: Mark S. Richardson
Account Analyst
Surety Dept.

Gentlemen:

Contract No. 7764 awarded to Rogers Construction, Inc., for work on the West Pendleton Interchange Section of FAS 470 in Umatilla County was completed on October 5, 1973, and accepted by the Administrator and State Highway Engineer on January 3, 1975.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before January 12, 1975.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Rogers Construction, Inc.
11760 N. E. Glisan St.
Portland, OR 97220

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

FORM B-[illegible] 7764

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 6, 1975

TO C. W. Head
Commission Services

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Attached is a report on approval of completed contracts which I accepted under authority delegated to me by the Transportation Commission.

Att.

cc A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
Vince Gallagher

srb

NOTED
C. W. HEAD

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on January 3, 1975, I accepted the following:

Contract No. 7764, Work Completed October 5, 1973

Project West Pendleton Interchange

Highway FAS 470 County Umatilla

Type of Work Grading, Paving, Signing & Landscaping

Contractor Rogers Construction, Inc.

J. B. Klaboe

Administrator and
State Highway Engineer

1-7-75
surety letter
written
to

OREGON STATE HIGHWAY DIVISION

CON 5-1027

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 2, 1975

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO F. B. Klaboe, Administrator
and State Highway Engineer

FROM Lance Gallagher
for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7764, Work Completed October 5, 1973

Project West Pendleton Interchange

Highway FAS 470, County Umatilla

Type of Work Grading, Paving, Signing & Landscaping

Contractor Rogers Construction, Inc.

Recommended Acceptance Date January 3, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RECEIVED
STATE HWY ENGR
JAN 3'75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

7764

October 31, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. SU-578(1)

SUBJECT Notification Contract Work Completed

Contract 7764, Work Completed October 5, 1973

Project West Pendleton Interchange

Highway FAS 470

County Umatilla

Establishment Period Ends Fall '73

VG:pr

7764 FINAL REPORT Cor. 7 5

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

NAME OF JOB: West Pendleton Interchange	SECTION: West Pendleton Interchange	WEEK ENDING: 5 October 1973
		SECTION PREFIX: 530-1024
	HIGHWAY: FAS 470	COUNTY: Umatilla
CONTRACTOR: Rogers Construction, Inc.	KIND OF WORK: Grading, Paving, Signing and Landscaping	
DATE OF CONTRACT: June 2, 197	CONTRACT NUMBER: 7764	FEDERAL AID PROJECT NUMBER: SU-578(1)
AVERAGE FORCE ON PROJ. THIS WEEK: MEN: 3 SUPERVISION: 0	DATE WORK STARTED: June 27, 1972	ESTIMATED COMPLETION DATE: a. 11-28-72 b. 10-5-73
	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $493,392.45	SPECIFIED COMPLETION DATE: a. 9-8-72 b. 6-8-73	PERCENT OF TIME ELAPSED: a. 179% b. 116.8%
EXCLUSIVE OF ENGINEERING: $454,268.82	ENGINEERING AUTHORIZATION: $39,123.63	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $410,182.52	ENGINEERING COST TO DATE: $36,416.45	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 10.0 %	PERCENT OF AUTHORIZATION . . . . . 93.1 %	DATE PROJECT WAS COMPLETED: 5 October 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Landscaping	
100%	100%	100%	100%	100%	100%	100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.03	1.03			1.03
PARTIALLY COMPLETED	0	0			0
COMPLETED	1.03	1.03			1.03
TOTAL ESTIMATED QUANTITIES (CONTRACT)	49,000 CY	34,800 ton			4,200 ton
TOTAL QUANTITIES CORRECTED TO DATE	49,600 CY	23,300 ton			4,340 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	49,600 CY	23,300 ton			4,340 ton
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

1 tractor, 1 pick-up, 1 seed drill, 1 disc, 1 fertilizer spreader

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	NONE							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Sept 30 SUNDAY	Clear and Warm	0	-	
Oct. 1 MONDAY	Clear and Warm	0		K
2 TUESDAY	Clear and Warm	1		
3 WEDNESDAY	Clear and Warm	1		
4 THURSDAY	Clear and Warm	1		
5 FRIDAY	Ptly Cldy &Cool	½		
Sept 29 SATURDAY	Clear and Warm	0		BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Sept. 30 SUNDAY	No work activity.
Oct. 1 MONDAY	No work activity.
2 TUESDAY	Sub-Contractor seeded 2.5 acres of R/W not done earlier. Fertilizer spread on acreage.
3 WEDNESDAY	Crew mulching area between "RE" and R/W line.
4 THURSDAY	Mulching area between "RE" line and R/W and between "RA" line and R/W. One pass made over entire job punching straw with disc.
5 FRIDAY	Completed discing of mulched areas between "R" and "RA" lines.
Sept. 29 SATURDAY	No work activity,

REMARKS

Contractor completed seeding and mulching of areas remaining to be done.
This completes all of the bid items on this project.
Work on the semi-final is in progress and should be completed approximately November 1, 1973.

Engineering this week:

$ 278.44

SIGNED W C Ferguson LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

7764 - C

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE September 24, 1973

TO C. T. Keasey
Construction Engineer

ATTENTION: John Bond

FROM W. E. Schwartz
Regional Engineer

SUBJECT West Pendleton Interchange
Contract No. 7764

The surplus base rock left stockpiled adjacent to the above interchange has recently been removed by Rogers Construction Company and the City of Pendleton.

We have not had any correspondence on the rock claim since the initial claim by the contractor. Perhaps now that it has been removed, the matter has resolved itself. We will take no further action unless we hear further from the contractor.

Routing
2
1
23

RECEIVED
SEP 26 1973
CONSTRUCTION SECTION

Scofield 5
Claim

WES:sh

cc Bill Ferguson

9-26 73
Copy to Coulter
for John Bond
FW

RECEIVED
SEP 26 1973
Office of
Assistant State Highway Engineer

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. SKoog
W. E. Schwartz
V. L. Gallagher
Gary Sund

JAB:fw dpy

7764

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 16, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension**
West Pendleton Interchange Section
FAS 470 - Umatilla County
Contract No. 7764

Rogers Construction Company, contractor on the subject project, has made a request for extension of time on Phase "A" based on an alleged overrun of excavation quantities. This request is to eliminate all liquidated damages. The contract was awarded June 2, 1972, with a specified completion for Phase "A" (grading and paving items) by September 8, 1972 and completion of Part "B" (landscaping items) by May 31, 1973. After allowing for stop work orders during two holidays and the Pendleton Round-up, there are actually 56 days liquidated damages on Phase "A" accrued at the rate of $100 per day.

When the grading was about 70 percent complete, it was evident that more material was needed to complete fills. At that time it was decided to flatten some of the cut slopes to acquire the additional material. Based on the contractor's overall average production, the added excavation justifies an additional 13 days. One additional day is justified for slope refinishing. This factor, and the 25 days stop work time contributed to doing the paving late in the season (nine days intermittently in late October and early November). A five-day extension is justified for this late season exchange of time.

I have granted a 19-day extension on this project. This will leave 37 days and $3,700 liquidated damages in effect. This is a Federal-aid Secondary project and does not require specific approval of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the May 29 meeting.

5

7764

May 15, 1973

Rogers Construction Company
P. O. Box 16537
Portland, Oregon 97216

Gentlemen:

Your request for a time extension on Contract No. 7764 for work on the West Pendleton Interchange Section of FAS 470 in Umatilla County has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 19 days is granted which will reduce the time liquidated damages on the project to 37 days. This is for the re-staked excavation and accumulated delay of paving later into the season. We will recognize all the ordered "stop work" time amounting to 25 days as applicable to extending the early phase completion date. An appropriate credit adjustment will be made on the next pay estimate.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: C. W. Head
C. T. Keasey
V. E. Skoog
W. E. Schwartz
W. C. Ferguson
V. L. Gallagher
A. E. Johnson
H. S. Coulter

JAB:fw dpy

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7764 Contractor Rogers Construction, Inc.

Highway F.A.S. 470

Section West Pendleton Interchange

Kind of Work Grade, Pave, Sign & Landscape

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 14 days for re-staked excavation and 5 days for effect of late season paving.

Recommended for Approval:

Alfred Shelly
Region Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 7764

Project designation SU-578(1) State-Federal

Date awarded June 2, 1972

Work started June 27, 1972

Per cent completed a) 100% 11/28/72 Date b) not complete

No. of Workdays Allowed N/A

No. of Workdays Used N/A

Completion Date
~~No. of Added Workdays~~ Requested 28 November 1972

E-330 (Rev.)—5M—0-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 19 December, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 8 Sept., 1972 days to 28 Nov., 1972 days, within which to complete our Contract No. 7764, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

As per enclosed

Respectfully submitted,

Rogers Construction, Inc.
Contractor

By George M. Schweizer
George M. Schweizer

CONSENT OF SURETY

Date 12/20, 1972

We, The Travelers Indemnity Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Alice Jane Schlaht
Attorney-in-fact
Alice Jane Schlaht

Donald E. Reger
Resident Agent
Donald E. Reger
Gerlinger, Arnd & Reger

(SEAL)

FORM E-20 (REV. 10-69)

gk
+ltr

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1973

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Request for Time Extension
West Pendleton Interchange Section
Contract No. 7764

FROM:

John A. Bond
Construction Administration Engineer

Rogers Construction Company is requesting an extension of Part "A" of the contract time based on an alleged overrun of excavation quantities. The request is to eliminate all liquidated damages. The contract was awarded on June 2, 1972 with a completion for Part "A" (grading and paving items) of September 8, 1972, and a completion date for Part "B" (landscaping items) of May 31, 1973. The attached sheet shows more time details. After allowing for "stop work" orders, there are actually 56 days liquidated damages on the early "A" phase at $100 per day. The early phase completion time was established to try for a roadway completion by Pendlton Round-up time. As actually performed, the grading was 71 percent done by then, but no surfacing was done.

When the grading was about 70 percent complete, it was evident that more material than was staked for excavation would be needed to complete fills. At that time, it was decided to flatten some of the cut slopes to acquire the additional material. Ultimately, the contract excavation quantity of 49,000 cubic yards overran only 604 cubic yards. Our position is that this re-staked excavation was no different in character and that additional compensation, except for some minor slope refinishing, is not justified. However, from a completion standpoint, we should have some discretion and could recognize an effect on the completion. The contractor's grading operations resulted in an overall average of 431.4 cubic yards of excavation per elapsed day. The bracket quantities of excavation overran by 5,435.8 cubic yards. If extra time is recognized for this, an additional 13 days is derived.

An additional one day should be allowed for slope refinishing. This would bring us to a total of 14 days required to accomplish the work involved in the bracket overrun. This factor, and the 25 days "stop" time, contribute to doing the

RECEIVED
MAY 11 1973
Office of
Assistant State Highway Engineer

paving late in the season (on 9 days intermittently October 21 through November 9). We could recognize a few days extension for this factor and suggest approximately one half of it or five days.

This would make a total extension of 19 days or to October 22, leaving 37 days and $3,700 in effect. This would be more than fair to the contractor in my opinion. The two claims are not resolved but are in negotiation. Time extension now could be constructive.

This was a Federal-aid Secondary project, so specific approval by the Federal Highway Administration is not required. Rough draft letters to the Commission and the contractor on the above basis are attached.

JAB:fw

Attach.

cc V. L. Gallagher

May 7, 1973

WEST PENDLETON INTERCHANGE SECTION
CONTRACT NO. 7764

Date Bids Opened	May 25, 1972
Date of Award	June 2, 1972
Date Contract Sent	June 13, 1972
Date Work Started	June 27, 1972
Specified completion of Unit "A" (all grading and paving)	September 8, 1972
Specified overall completion (includes landscaping)	May 31, 1973
Date Work Completed, Unit "A"	November 28, 1972 (by Phone, Ferguson, documents will follow)
Unit "B"	Not complete
Specified Completion: Unit "A"	September 8, 1972
Unit "B"	May 31, 1973

Stop Time:	Unit "A"	June 30 to July 5, 1972	4 days
	Unit "B"	Sept. 1 noon to Sept. 5, 1972	3-1/2 days
(RA Line)	Unit "A" only	Sept. 1 noon to Sept. 19, 1972	17-1/2 days
		Total	25 days

(Unit "A" completion date extended 25 days to October 3, 1972 by stop work orders.)

Penalty Time Unit "A" Oct. 3, 1972 to Nov. 28, 1972 = 56 days
56 days @ $100 per day = $5,600.00

Total liquidated damages charged against contractor on last pay estimate dated for work done to December 5, 1972 = 73.5 days @ $100 per day = $7,350.00

Contractor has been overcharged 17-1/2 days due to not giving credit for 17-1/2 days when RA Line was under stop work order.
(17-1/2 days @ $100 per day = $1,750.00)

Unit "B" No penalty time yet.

W. RAY ROGERS • DON [illegible] ROGERS • GENERAL CONTRACTORS • Tel. 503 [illegible] 54-5517
President Vice [illegible] President Treasurer

ROGERS
CONSTRUCTION, INC.
11760 N. E. GLISAN STREET
POST OFFICE BOX 16537
PORTLAND, OREGON 97216

December 18, 1972

Oregon State Highway Department
P. O. Box 459
Pendleton, Oregon 97801

Attention: Mr. M. M. Stump, Resident Engineer

Dear Mr. Stump:

Re: Contract 7764 Time Extension and Extra Costs

Reference is made to our several conversations with respect to conditions encountered on referenced contract which increased the costs and extended the time of completion for work on our Oregon State Highway Contract 7764.

We respectfully submit for your consideration the following conditions we encountered on the above mentioned contract for which we request extra contract days and extra compensation for the completion of the referenced project.

The net quantities for excavation on this project (Bid Item No. 4) was 44,169 cubic yards with waste to be disposed of by the contractor in accordance with article 203.11 of the special provisions. The plan quantity of this waste material was 8,496 cubic yards.

Our construction on this contract began on the "R W" line with excavation in the amount of 13,236 cubic yards and embankment on the "R W" line of 1,679 cubic yards. The excess materials, 11,557 cubic yards, was to be used for embankment on the "R" line and the "R A" line.

All the excavations on the "R W" line being completed, the contractor started excavation on the "R E" line. Excavation plan quantities on the "R E" line were 22,619 cubic yards. At the completion of this excavation to line and grade, it was found we were short of excavation material to complete the embankments on the "R A" and the "R" lines. It was then decided to lay the slopes back on the "R E" line, in an attempt to obtain enough material to complete the embankments on the project. It was also necessary to borrow some materials from the west end and adjacent to the "R A" line before enough materials were obtained to complete the embankments on referenced project.

RECEIVED
DEC 27 1972
M. M. STUMP
Resident Engineer

This, of course, slowed job progress down due to time delay in approving borrow sources, also most of the borrow material was rock and had to be ripped which was more time consuming and costly than our regular excavation. Also, slope laybacks were accomplished on already finished slopes and roadway which meant re-finishing both the slopes and roadways in the areas involved.

According to our latest report from the Resident Engineer, there was an additional 8,700 cubic yards of borrow necessary to complete the embankments on referenced project.

Our letter of 30 August 1972 to the Resident Engineer outlined the various conditions we were encountering, the problems with delays in approving borrow areas and requested a unit price of two dollars, forty cents ($2.40) per cubic yard for all materials borrowed to complete the embankments on referenced project. It also explained the reason for the increased costs were due to the necessity to rip the materials in the slope lay backs and borrow areas and the added cost of re-finishing the previously completed sub-grade and slopes.

On June 28, we received a letter from the Resident Engineer, requesting us not to perform work on July 1 through 4, 1972, a total of four (4) days. Again over the Labor Day Holiday, we were requested not to perform any work from September 1 through September 4, 1972 an additional four (4) days.

& this time was counted. F.B.

We were also asked to suspend work on the "R A" line for five (5) days during the Pendleton Round-Up.

This contract was awarded on 19 June 1972 with completion of grading items on 8 September 1972 and landscaped items on 31 May 1973. Your letter of 28 November 1972 advised of the completion of the grading and paving part of the contract and you would also discontinue day charges on that date. There was an over-run of eighty one (81) calendar days (work) on referenced project. Due to the circumstances indicated herein, we are asking for an extension of contract time of the full 81 days or a new completion date of 28 November 1972 for part (A) of referenced project. We further request payment for all borrow material necessary to complete the embankments on referenced project at a unit price of two dollars, forty cents ($2.40) per cubic yard as requested in our letter of 30 August 1972.

Another item of major concern to the contract was encountered with plant mix stone base material bid item No. 11. Net plan quantities for this material was 28,892 tons. Approval of use of material produced by another contractor was given to us by the Oregon State Highway Department and we transported this material to a location near the project for later pug-mill mixing and application. At the completion of the project, the final tonnage amounted to approximately 20,400 tons.

There is a balance of approximately 8,492 tons in stockpile on private property at the job site. The stockpile of aggregate has been straightened up and readied for your cross section to determine the actual quantities.

The contractor has the following expenditures in this additional materials for which we are asking reimbursement.

Purchase price of material from J. C. Compton	$1.25 Ton
Haul from Emigrant Hill to job site	0.90 Ton
Stockpile costs	0.20 Ton
Property for stockpile site	0.05 Ton
Total cost to date	$2.40 Ton

If the Oregon State Highway Department elects to have this material moved and stockpiled to a site in the immediate vicinity of Pendleton, the contractor will accomplish this at an additional cost of $0.80 per ton. The Highway Department may elect to do this with their own forces.

We solicite your consideration of our request for additional compensation and time on referenced project. Our records are always available if additional information is required.

Very truly yours,

ROGERS CONSTRUCTION, INC.

George M. Schweizer
General Manager

GMS/dc
13-83

RECEIVED
JAN 5 - 1972

OREGON STATE HIGHWAY DIVISION

~~Region 5 Office~~

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

7764

January 2, 1973

Mr. Cecil Head, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Dear Mr. Head:

RE: Re-assignment of Contract No. 7764,
West Pendleton Interchange

Effective this date W. C. Ferguson, Resident Engineer, P. O. Box 459, Pendleton, will be in charge of the subject contract.

Sincerely,

W. E. Schwartz
Regional Engineer

By

R. C. Lang
Regional Office Engineer

RCL:sh

cc A. E. Johnson
C. T. Keasey
L. H. Young
J. C. Jenkins
W. C. Ferguson

NOTED
FRAN NEAVOLL

JAN 4 1973
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

FOR FILING

OREGON STATE HIGHWAY DIVISION

7764

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 13, 1972

Rogers Construction, Inc.
P.O. Box 16537
Portland, OR 97216

Attention: Howard W. McInroe
EEO Officer

NOTED

Gentlemen:

Re: West Pendleton Interchange Section
F.A. Proj. No. SU-578(1)
Contract No. 7764
On-The-Job Training

This is to notify you of the approval of your proposed training for one Laborer trainee by the Federal Highway Administration.

With this approval, participation by the State in the 463 hours of on-the-job training will be paid by the State. This should complete Mr. J. M. Jiminez's training which was started with J. C. Compton Company under a previous contract.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr

bc: A. E. Johnson
Gene Huntley
W. Schwartz/att.
M. M. Stump/att.

RECEIVED
NOV 13 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: November 7, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project SU-578(1)
W. Pendleton Interchange Section
Contract #7764
On-the-Job Training

NOTED
A. E. JOHNSON

The contractor's proposed program submitted by your November 1 letter provided for one laborer trainee. This training program meets the requirements of FHWA Order Interim 7-2(2) and I concur in the acceptance of the proposed training program.

RECEIVED
STATE HWY ENGR
NOV 8 '72
REFER TO
FOR
Info | Aves | R/D | DIR | Sec'y | Act | File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

OREGON STATE HIGHWAY DIVISION

7764

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 1, 1972

Glen L. Green
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

Attention: E. J. Valach

Re: West Pendleton Interchange Section
FAS 470
F.A. Proj. No. SU-578(1)
Contract No. 7764
On-The-Job Training

Gentlemen:

Attached are four copies of Rogers Construction, Inc. proposed training program for your review.

Approval of the Laborers craft in which the trainee was to be provided was given at the preconstruction conference. Mr. J. M. Jiminez was subsequently employed to fill this position. Mr. Jiminez had received previous on-the-job training with the J. C. Compton Company on Federal-aid Project No. I-80N-8(23)367, Contract No. 7605. Our records indicate he had completed 404-1/2 hours of an approved 800 hour on-the-job training program. This work was primarily work around the crushing plant. A copy of this program is attached.

Rogers Construction, Inc. program is for 463 hours to complete Mr. Jiminez's training. This would extend the training period by 67-1/2 hours beyond that originally approved. In addition to completing the types of training originally approved, it would provide training in additional areas of training. Operation of power buggies, hand operated tools and pipe laying are included.

Your approval of this program is requested.

RECEIVED
NOV 2 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr
Attachments

bc: A. E. Johnson
Gene Huntley

7.764 STATE COPY

MONTHLY TRANSACTION NUMBER 11-7	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 6	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT XXXXXXXX 10-26-72	COUNTY Umatilla
MODIFICATION NUMBER 1		PROJECT NUMBER SU-578(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 30, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 493,278.00	$ 550,765.00
Federal Funds	$ 313,527.00	$ 350,063.00
Other revisions		

This modification is made for the following reasons:

To add an illumination contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of October, 1972.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
Acting
(Division Engineer)
G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

DATE October 12, 1972

FROM L. H. Young
Programing Engineer

SUBJECT West Pendleton Interchange Section
Project No. SU-578(1)

We are forwarding four copies each of project agreement estimate and project agreement for the above-listed project. Two copies of the project agreement have been signed by a highway official.

In compliance with Mr. Whitton's Circular Memorandum, May 25, 1964, Subject: "Consideration of the overall interests of the public in the Federal-aid highway programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding this project.

The specifications and proposal contain certifications conforming to Mr. J. M. O'Connor's memorandum of February 23, 1968, in regard to nonsegregated facilities.

Enc.
DAR:pr

Oregon State Highway Division

Federal-aid Project
No. SU-578(1)

WEST PENDLETON INTERCHANGE SECTION

FAS ROUTE 470 IN UMATILLA COUNTY

Salem, Oregon, October 12, 1972

Project Agreement Estimate.

Type Code Y030
Illumination (W. Pendleton Interchange, Sta. 1244)

Temporary Protection and Direction of Traffic	All Required (25%)	$ 626.75
Roadway Lighting Poles and Foundations	All Required	24,468.00
Luminaires and Ballast	All Required	3,571.00
Frangible Aluminum Transformer Bases	All Required (24%)	4,392.24
Switching, Conduit, Wiring, Lamps, Etc.	All Required (20%)	17,179.00
		$ 50,236.99
Flagging (60% of Contractor's Cost)	All Required (25%)	$ 200.00
Temporary Erosion Control	All Required (25%)	12.50
On-the-Job Trainee (1 at $800)	All Required (25%)	200.00
		$ 412.50
	Subtotal	$ 50,649.49
	Engr. & Cont.	6,837.51
	Total	$ 57,487.00

Type Code 6201 (Under Project Agreement)
Roadway (Sta. "R" 1235+00 to Sta. "R" 1245+91.29)

Temporary Protection and Direction of Traffic	All Required		$ 22,000.00
Clearing and Grubbing	All Required		7,000.00
Removal of Structures and Obstructions	All Required		3,000.00
General Excavation	49,000 cu.yd.	1.80	88,200.00
Trench Excavation	230 cu.yd.	6.00	1,380.00
Finishing Roadbed and Slopes	All Required		8,000.00
Obliteration of Roadway	2,000 sq.yd.	0.50	1,000.00
Furnishing and Placing Topsoil	5,900 cu.yd.	5.00	29,500.00
Watering	1,000 M-gal.	5.00	5,000.00
3/4" - 0 Aggregate Base	3,000 ton	3.50	10,500.00
Plant-Mix Aggregate Base	31,800 ton	3.50	111,300.00

Class "B" Asphalt Concrete Mixture	4,200 ton	8.00	$ 33,600.00
Asphalt Cement in Mixture	270 ton	48.00	12,960.00
3/4" - 0 Aggregate in Prime Coat	200 cu.yd.	8.00	1,600.00
MC-250 Asphalt in Prime Coat	34 ton	65.00	2,210.00
15-inch Culvert Pipe	250 lin.ft.	6.00	1,500.00
18-inch Culvert Pipe	110 lin.ft.	7.00	770.00
36-inch Culvert Pipe	220 lin.ft.	18.00	3,960.00
15-inch Paved Culvert End Slopes	3 only	200.00	600.00
18-inch Paved Culvert End Slopes	1 only	300.00	300.00
36-inch Paved Culvert End Slopes	2 only	400.00	800.00
Concrete Inlets, Type G-2MA	3 only	400.00	1,200.00
Guard Rail, Type 2A	2,200 lin.ft.	5.50	12,100.00
Guard Rail Anchors	5 only	220.00	1,100.00
Extra for Guard Rail Bridge Connection	1 only	220.00	220.00
Type 2 Fence	2,300 lin.ft.	1.10	2,530.00
Guide Posts	80 only	9.00	720.00
Guide Posts, Flexible	15 only	17.00	255.00
Adjusting Manholes	2 only	1,000.00	2,000.00
			$365,305.00

Signing			
Removal of Existing Sign Installations	All Required		$ 120.00
Painted Wood Sign Posts	All Required		700.00
Sign Support Footings	All Required		1,000.00
Single Sign Supports	All Required		3,300.00
Type "A" Signs in Place	221 sq.ft.	10.00	2,210.00
Type "C", "D" & "R" Signs in Place	131 sq.ft.	5.00	655.00
Type "E", "F", "G" and "M" Signs in Place	67 sq.ft.	6.00	402.00
Thermoplastic Pavement Arrows	2 only	120.00	240.00
			$ 8,627.00

Landscape			
Roadside Seeding and Mulching	9 acre	350.00	$ 3,150.00
Furnishing and Planting Trees	3 only	25.00	75.00
Furnishing and Planting Evergreen Shrubs	3,200 only	8.00	25,600.00
Furnishing and Planting Deciduous Shrubs	350 only	4.00	1,400.00
Bark Mulch	110 unit	80.00	8,800.00
Irrigation System	All Required		16,000.00
			$ 55,025.00

Flagging (60% of Contractor's Cost)	All Required	$ 3,000.00
Stage Construction Striping	All Required	50.00
Temporary Erosion Control	All Required	100.00
On-the-Job Trainee (1)	All Required	800.00
Temporary Lighting	All Required	500.00
Remove and Stockpile Poles, Etc.	All Required	1,200.00
		$ 5,650.00
	Subtotal	$434,607.00
	Engr. & Cont.	58,671.00
	Total	$493,278.00

Length of Project - - - - - - - 0.207 Mile
Cost of Roadway Per Mile- - - - $2,382,985.51

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$493,278.00	$313,526.00	$ 89,876.00	$ 89,876.00
Illumination	57,487.00	36,537.00	10,475.00	10,475.00
Total	$550,765.00	$350,063.00	$100,351.00	$100,351.00

Contract No. 7764

Prefix: 530-1024

Group 1 - 100%

Contract No. 7823

Prefix: 630-1025

Group 2 - 33%

WEST PENDLETON INTERCHANGE SECTION

PROJECT SU-578(1)

Nonparticipating State Work

State's Responsibility for Damages	All Required	$ 100.00

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 6-115	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 6-30-72	COUNTY Umatilla
		PROJECT NO. SU-578(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N West Pendleton Interchange

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-28-72	.207
OTHER (Specify)		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 493,278	$ 313,527

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. Johnson

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By L. G. Green
(Acting Division Engineer)

G. L. Green

Date executed by Division Engineer JUN 30 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines, it will by formal agreement with appropriate local government officials, regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

GPO 906-714

June 22, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

SUBJECT Project No. SU-578(1)
W. Pendleton Interchange Section

We are forwarding four copies each of project agreement estimate and project agreement for the above-listed project. Two copies of the project agreement have been signed by a Highway official.

In compliance with Mr. Whitton's Circular Memorandum, May 25, 1964, subject: "Consideration of the overall interests of the public in the Federal-aid highway programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding this project.

The specifications and proposal contain certifications conforming to Mr. J. M. O'Connor's memorandum of February 23, 1968, in regard to nonsegregated facilities.

Enclosure

CL:js

Oregon State Highway Division

Federal Aid
Project No. SU-578(1)

WEST PENDLETON INTERCHANGE SECTION OF

FAS ROUTE 470 IN UMATILLA COUNTY

Salem, Oregon, June 22, 1972

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. "R" 1235+00 to Sta. "R" 1245+91.29)

Temporary Protection and Direction of Traffic	All Required		$ 22,000.00
Clearing and Grubbing	All Required		7,000.00
Removal of Structures & Obstructions	All Required		3,000.00
General Excavation	49,000 cu.yd.	1.80	88,200.00
Trench Excavation	230 cu.yd.	6.00	1,380.00
Finishing Roadbed and Slopes	All Required		8,000.00
Obliteration of Roadway	2,000 sq.yd.	0.50	1,000.00
Furnishing and Placing Topsoil	5,900 cu.yd.	5.00	29,500.00
Watering	1,000 M-Gal.	5.00	5,000.00
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Asphalt Cement in Mixture	270 ton	48.00	12,960.00
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18-inch Culvert Pipe	110 lin.ft.	7.00	770.00
36-inch Culvert Pipe	220 lin.ft.	18.00	3,960.00
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18-inch Paved Culvert End Slopes	1 only	300.00	300.00
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Guard Rail Anchors	5 only	220.00	1,100.00
Extra for Guard Rail Bridge Connection	1 only	220.00	220.00
Type 2 Fence	2,300 lin.ft.	1.10	2,530.00
Guide Posts	80 only	9.00	720.00
Guide Posts, Flexible	15 only	17.00	255.00
Adjusting Manholes	2 only	1,000.00	2,000.00
			$365,305.00

Signing

Removal of Existing Sign Installations	All Required		$ 120.00
Painted Wood Sign Posts	All Required		700.00
Sign Support Footings	All Required		1,000.00
Single Sign Supports	All Required		3,300.00
Type "A" Signs in Place	221 sq.ft.	10.00	2,210.00
Type "C", "D" & "R" Signs in Place	131 sq.ft.	5.00	655.00
Type "E", "F", "G" and "M" Signs in Place	67 sq.ft.	6.00	402.00
Thermoplastic Pavement Arrows	2 only	120.00	240.00
			$ 8,627.00

Landscape

Roadside Seeding and Mulching	9 acre	350.00	$ 3,150.00
Furnishing and Planting Trees	3 only	25.00	75.00
Furnishing and Planting Evergreen Shrubs	3,200 only	8.00	25,600.00
Furnishing and Planting Deciduous Shrubs	350 only	4.00	1,400.00
Bark Mulch	110 unit	80.00	8,800.00
Irrigation System	All Required		16,000.00
			$ 55,025.00

Flagging (60% of Contractor's Cost)	All Required		$ 3,000.00
Stage Construction Striping	All Required		50.00
Temporary Erosion Control	All Required		100.00
On the Job Trainees (1)	All Required		800.00
Temporary Lighting	All Required		500.00
Remove & Stockpile Poles, Etc.	All Required		1,200.00
			$ 5,650.00

Subtotal	$434,607.00
Engr. & Cont.	58,671.00
Total	$493,278.00

Length of Project - - - - - - - - 0.207 mile
Cost of Roadway per Mile- - - - $2,382,985.51

Retain in P S & E Status

Illumination of Interchange	$ 50,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	Co. Funds
Roadway	$493,278.00	$313,527.00	$89,875.50	$89,875.50
Retain in PS & E	50,000.00	31,780.00	9,110.00	9,110.00
Total	$543,278.00	$345,307.00	$98,985.50	$98,985.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Contract No. 7764

Prefix: 530-1024

Group 1 - 100%

WEST PENDLETON INTERCHANGE SECTION

Project SU-578(1)

Nonparticipating State Work

State Responsibility for Damages	All Required	$ 100.00

RECEIVED
OCT 12 1972

FOR FILING

7764

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Pendleton, Oregon
October 10, 1972

To: M. D. Glenn
Construction E.E.O. Officer
Salem

SUBJECT: West Pendleton Interchange
F.A. Project No. SU-578(1)
Contract #7764
On-the-job-training

NOTED
A. E. JOHNSON

Reference is made to your letter of Sept. 7, 1972 regard to on-the-job-training on the above subject project.

I am enclosing letters dated Oct. 5 & Oct. 9 from Rogers Construction, Inc. regard to training schedule for a trainee on this project.

Mr. Jimenez has been on the project since July 13 and is still on the project. He is working as a Flagman at the present time.

M. M. Stump
Resident Engineer
Pendleton

CC: A.E. Johnson
Gene Huntley
W.E. Schwartz
Vince Gallagher

RECEIVED
OCT 11 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING:
7764-1

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1972

To: M. M. Stump
Resident Engineer

SUBJECT: West Pendleton Interchange
F. A. Project No. SU-578(1)
Contract No. 7764
On-The-Job-Training

FROM: M. D. Glenn
Construction E.E.O. Officer

I am returning herewith the bill for E.E.O. No. 3 which you submitted with Estimate No. 1. Payment has been deleted from the estimate.

To date we have no record of approval of the craft in which the training is being provided or if it was, when and by whom. This was to have been given before the contractor commenced work on the project.

Also, we have not received a copy of the contractors proposed training program for this trainee. Training programs must be reviewed by this office and approval of the program received from the F.H.W.A. These requirements must be complied with before payments to the contractor can be made.

It is possible Mr. Jimenez is completing a laborers training program, started by J. C. Compton on the North Fork Jacobsen Gulch-North Onterio Interchange project. A John Jimenez, Social Security No. 458-30-4951, is on record as having received 404 1/2 hours of training as of March 30, 1972. A quarterly training report for the second quarter of this year has not been received. I am contacting the resident engineer, P. F. Burnett, to determin his status.

Please expidite submission of the training program for this trainee and in the future please keep this office informed of pertinate E.E.O. matters.

NOTED
A. E. JOHNSON
A. E.

MDG:sat

cc: A. E. Johnson
Gene Huntley
W. E. Schwartz
P. F. Burnett
Vince Gallagher

RECEIVED
SEP 8 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

BP°32478-724

RECEIVED
JUN 23 1972
FOR FILING

7764

June 22, 1972

Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon 97220

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7764 for work on the West Pendleton Interchange Section of FAS 470 in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
Wm. C. Ferguson

RECEIVED
JUN 13 1972
FOR FILING

7764

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 7, 1972

SUBJECT: West Pendleton Interchange

To:

Mr. Floyd Query
Secretary
State Highway Commission
Salem, Oregon

Please be advised that construction of the above subject project has been assigned to M. M. Stump, resident engineer, P. O. Box 459, 1216 S. E. Byers, Pendleton.

W. E. Schwartz
Regional Engineer

By

R C Lang
R. C. Lang
Regional Office Engineer

NOTED
A. E. JOHNSON

RCL/bv
cc: A. E. Johnson
W. J. Hart
C. T. Keasey
J. C. Jenkins
M. M. Stump
W. C. Ferguson

RECEIVED
JUN 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 8 - 1972
FOR FILING

7764

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 2, 1972

TO MEMORANDUM TO THE FILES

FROM L. H. Young
L. H. Young
Programing Engineer

SUBJECT West Pendleton Intchge. Sec.
Oregon Project No. SU-578(1)
Contract No. ~~7664~~ 7764

On May 25, 1972, Rogers Construction Co. of Portland submitted the low bid of $428,957.00, which is $59,518.50 or 16.4% over the Engineer's estimate of $368,438.50. One other bid was received in the amount of $538,164.00.

This is a State-County Co-op. Project and the Umatilla County Road Department officials have reviewed the bids and recommended the Highway Division award the contract to the low bidder.

It is conceded that the overall estimate for the project was too low. It is believed that we would not receive lower bids by readvertising and, it is the Highway Division's belief, that the bid is fair and equitable.

This project was advertised for three full weeks and we could only interest two bidders. We are unable to make the project more attractive to the contractors or economical to construct; therefore, we believe it is in the public interest to award the contract to the low bidder without further delays.

DAR:bb

cc: R. E. Simpson
H. S. Cox
C. T. Keasey
R. N. Chase

NOTED
R. D. ASBURRY

Fran S

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 2, 1972

Bid May 25

Rogers Construction Company
P. O. Box 16537
Portland, Oregon 97216

Gentlemen:

The State Highway Commission on May 31, 1972, accepted your proposal on the West Pendleton Interchange Section of FAS 470 in Umatilla County for the sum of $428,957 and referred it to the Administrator of Highways with authority to award the contract as soon as Umatilla County approves the project.

Approval was received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7764.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
C. T. Keasey
Walt Hart
W. E. Schwartz
Wm. C. Ferguson
William Geibel (SAIF)

RECEIVED
MAY 25 1972
FOR FILING

7764

May 22, 1972

City of Pendleton
City Hall
Pendleton, Oregon 97801

MISC. CONTRACTS and
AGREEMENTS No. 4478

Attention: Mrs. Marjorie Dagwell
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a construction-finance agreement with Umatilla County, City of Pendleton and the Oregon State Highway Commission pertaining to the West Pendleton Interchange on Rieth Road.

A fully executed copy of this agreement will be sent to Umatilla County and we are retaining the same for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

May 22, 1972

Umatilla County Court
Courthouse
Pendleton, Oregon 97801

Attention: Miss Jessie M. Bell
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of a construction-finance agreement with Umatilla County, City of Pendleton and the Oregon State Highway Commission pertaining to the West Pendleton Interchange on Rieth Road.

A fully executed copy of this agreement will be sent to the City of Pendleton and we are retaining the same for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.
cc H. S. Cox

RECEIVED
MAY 4 - 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

7761

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 4, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Project No. SU-578(1)**
W. Pendleton Interchange Section
Grading, Paving, Signing & Landscaping

In accordance with your letter of November 26, 1971, we are forwarding for your review and approval 3 copies of the specifications and one large set of the construction plans for the subject project on which bids are to be received May 25, 1972. Reduced plans (3 sets) will be submitted in the near future.

CL:jb

cc: H. S. Cox
Frank Hall

TRANSACTION NUMBER 5-21 THRU 5-23

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-28-72

BY (Signature): MR. ASBURRY'S APRIL 24, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1089 THRU 1091

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1089	EHS-S-SG-157(3)	0.58	200,000	127,000	COLUMBIA RIVER HIGHWAY- OLD PORTLAND ROAD SECTION.	GRADE, DRAIN, HIGH TYPE PAVEMENT, TRAFFIC SIGNALS.
1090	EHS-SG-S-157(3)	0.00	40,390	36,351	COLUMBIA RIVER HIGHWAY- OLD PORTLAND ROAD SECTION.	ADJUST RAILROAD FACILITIES AND INSTALLATION OF CROSSING SIGNALS BY RAILROAD FORCES.
1091	SU-578(1)	0.21	410,000	260,500	WEST PENDLETON INTERCHANGE SECTION	GRADE, DRAIN, HIGH TYPE PAVEMENT INSTALLATION OF TRAFFIC SIGNALS AND ILLUMINATION.

5-3-72

RECEIVED
MAY 1 1972

4-28-72
RECEIVED
MAY 8 1972

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN EXCEPT THAT BECAUSE ITEM 1091 INVOLVES A SECTION OF THE INTERSTATE SYSTEM, THE PS&E DOCUMENTS FOR THAT PROJECT MUST BE REVIEWED AND APPROVED PRIOR TO AWARDING OF A CONTRACT AS STATED IN OUR NOVEMBER 26, 1971 MEMORANDUM. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

FOR FILE

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-28-72	FOR DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
MAY 1 - 1972
FOR FILING
7764

Salem, Oregon
April 28, 1972

Mr. Frank Hall
Mr. L. H. Young
Mr. A. E. Johnson
Mr. Walt Hart

We have a commitment with the City of Pendleton to complete the grading and paving on the West Pendleton Interchange revision before the Pendleton Round-Up. To do this we must stick with the scheduled letting date of May 25. The Bridge Section has advised that they will be unable to complete the illumination plans which include replacement of the direct burial wire which has been destroyed by rodents in time to meet this letting.

This note is to advise that we will proceed with the West Pendleton project, exclusive of illumination, as scheduled and follow with an illumination contract later. Placement of conduits and any underground facilities will be included in the grading contract.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: F. B. Klaboe
H. S. Cox

RECEIVED
MAY 2 -

Form FHWA-121 (12-6)

UNITED STATES GOVERNMENT

Memorandum

FOR FILE

7766

TO : Mr. Goerge M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 27, 1972

In reply refer to: 10-35-FA

SUBJECT: Oregon Project SU 578(1)
West Pendleton Interchange
Sanitary Sewer Manhole

After reviewing the proposal described in Mr. Litchfield's April 21, 1972 letter we agree that it would not be practical or reasonable to require the removal of the manhole from the interchange area as it is to be constructed under the subject project.

We do suggest, however, that a revised crossing permit be issued that controls and polices the utility owner's access to this facility to insure maximum protection to the Highway user.

5-3-72
al

RECEIVED
APR 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

1264

April 24, 1972

Executive Department
Federal Aid Coordination Unit
Room 320, Public Service Building
Salem, OR 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Secondary projects.

Item No.	Project No.	Section Name & PHRS No.
1089/90	EHS-S-SG-157(3)	Columbia Riv. Hwy.-Old Portland Rd. (Executive Dept. Letter, March 10, 1970)
1091	SU-578(1)	West Pendleton Intchge. PHRS #71.0360

Project EHS-S-SG-157(3) is jointly financed with Secondary and Secondary RR Grade Crossing funds.

Very truly yours,

George H. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

Enc.

JG:dg

cc R. W. Chase
B. L. Gifford

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7764

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

April 21, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

Re: Sanitary Sewer Manhole
West Pendleton Interchange Section
Old Oregon Trail Highway
Umatilla County

Dear Sir:

Attached is a sketch map, appropriate cross sections and profile showing the proposed alignment of the "RE" line on this section.

The City of Pendleton owns an 8-inch sanitary sewer which crosses the "RE" line at Station 1243+25, and a manhole located approximately 20 feet northerly of the shoulder of the "RE" line. The manhole will be in the fill area. Relocation of the manhole outside fo the right of way will require another angle point and an additional manhole. The result would be sewer alignment much inferior to the present. We, therefore, propose to adjust the manhole in place with the cover flush to the ground.

This plan has been verbally approved by the City. The manhole is used for flushing the line once every five years.

Since the alignment of the sewer line does not lend itself to a practical adjustment to allow the manhole to be located outside the interchange, we request your approval of our plan to adjust the manhole in place.

Very truly yours,

George M. Baldwin
Administrator of Highways

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

PGP:dl
Enclosure

cc: A. E. Johnson
F. L. Hall

NOTED
A. E. JOHNSON

RECEIVED
APR 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 23 1972
FOR FILING

7764

March 21, 1972

Mr. Clifford R. Hughes
Holdman Route
Pendleton, Oregon 97801

Dear Mr. Hughes:

This is in response to your letter of March 6 concerning the curve on Highway 395, 16 miles northwest of Pendleton.

We will have a patching crew working in this area in the near future and they will provide a paved shoulder on this curve. They will also improve the delineation around the curve.

Please contact District Engineer, Harry W. Oswald, 104 S. E. 12th Street, Pendleton, Oregon, telephone 276-1241, should future problems occur.

Thankyou for bringing this matter to my attention.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc: George M. Baldwin
F. B. Klaboe
R. N. Bothman
W. E. Schwartz
H. W. Oswald

WA:mp cg

March 6, 1972

MAINTENANCE ENGINEER
RECEIVED
MAR 9 1972
MF AME AMc OE AC
PE TE AA FILE TP

Oregon Highway Division
Salem, Oregon

Attention: Mr. George M. Baldwin, Administer.

We live on Highway 395, I6 miles northwest of Pendleton, Oregon, 4 miles west of Athena Juncton. There is a white steel railing (north side of Highway) in front of our house for protection against a "S" curve running west in front of our barn. We have had accidents here for years, prior to I965 motor vehicles would either run into our fence or land up in the ditch north of the highway. In I965 the local Highway Department widened the curve and set the steel railing farther north. Since we have had two major accidents. In December of I970 a car was thrown into the front of our barn causing over $600 in damages to the barn and contents totaled the car and putting two Idaho people in the hospital. Then on December 28, I97I an "Allied Van Line" truck and trailer were thrown into the side of our barn causing approximate $5000 damage to the barn and contents and putting the driver in the hospital with painful injuries.

My wife and I have witnessed near accidents called to our attention by squealing tire and brakes. My observation and study of the cause is: All vehicles going west around the curve swing wide to the right runnin off the shoulder of hard surface causing a trough or rut to be formed at the edge of the hard surface, when the right wheels get into the rut the driver looses control by suddenly pulling his vehicle to the left to get out of the rut. I have personally seen one car make a 360 degree turn in the middle of the highway (on dry pavement) and two others turn I60 degree and be headed for our barn.

I called the local Maintenance Department on S.E. I2th. St. last September to tell them after seeing a near accident about my observation, they filled the rut in with loose gravel. In October I witnessed other near accident so I called then again and suggested hard surface be extended nearly to the railing to appoximate 250 feet west in front of our house, to this day nothing was ever done.

I think this should have immediate attention before there is some fatal accidents here. I also have been out time, money and annoyances with these accidents.

Yours very truly,

Clifford R. Hughes

Clifford R. Hughes
Heldman Route
Pendleton, Oregon 97801

RECEIVED
MAR 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

#-7164

EAST OREGONIAN
RECORD

March 20, 1972

Pendleton, Oregon 97801

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in or near the city of Pendleton, Umatilla County, Oregon, relative to the proposed reconstruction of the West Pendleton Interchange.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, March 23, 1972, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. W. E. Schwartz, Regional Engineer in La Grande, 963-3177.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

DNH:ljt
Att: Notice

cc: Federal Highway Administration
Programing
Planning
Accounting (530-1498-980)
County and City Section
Public Affairs
W. E. Schwartz, Region 5

George M. Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
V. D. Wolfe
L. H. Young
F. L. Hall
R. N. Chase
B. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, at the request of the Umatilla County Court has approved the location and design of the West Pendleton Interchange in Umatilla County, effective March 17, 1972.

The proposal consists of reconstructing the West Pendleton Interchange by adding ramps, revising existing ramps to a diamond-type pattern, and providing a connection to a proposed county road.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

RHP:ljt
3/20/72

EAST OREGONIAN, Pendleton
RECORD, Pendleton

3-17-72

LOCATION - DESIGN APPROVAL

COUNTY: UMATILLA

SECTION West Pendleton Interchange

FAS NO: 470

ROAD NAME: Rieth Road Connection to I-80N

PROJECT DESCRIPTION: Reconstruction of the West Pendleton Interchange by adding ramps, revising existing ramps to a diamond-type pattern, and providing a connection to a proposed county road.

ESTIMATED COST: $300,000

HIGHWAY COMMISSION APPROVAL: July 27, 1971

HEARING: October 28, 1971 by County

STATE CLEARINGHOUSE REVIEW: August 24, 1971

SECTION 204 REVIEW: Not required

HEARING CERTIFICATION: March 16, 1972 by F. B. Klaboe

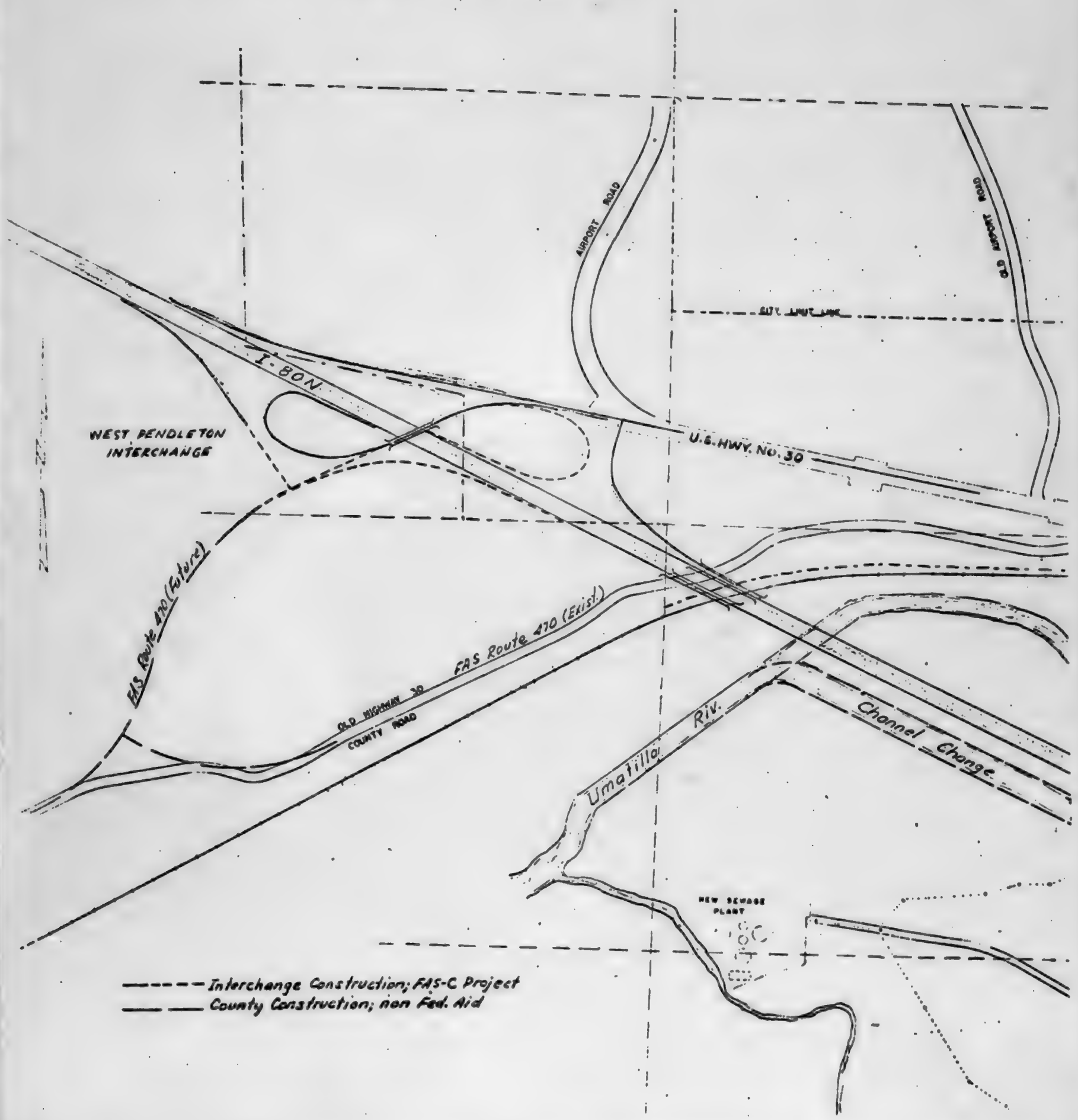
ENVIRONMENTAL STATEMENT: Approved by FHWA

REMARKS:

APPROVED: March 17, 1972

Assistant State Highway Engineer

W. PENDLETON INTERCHANGE SECT.
Umatilla, County



3-17-72

MEMORANDUM TO FILE

Re: Location-Design Hearing

West Pendleton Interchange
Rieth Road, FAS 470
Umatilla County

I certify that a location-design hearing was held on October 28, 1971 by the Umatilla County road officials relative to the proposed project on the West Pendleton Interchange Section, FAS 470, in Umatilla County.

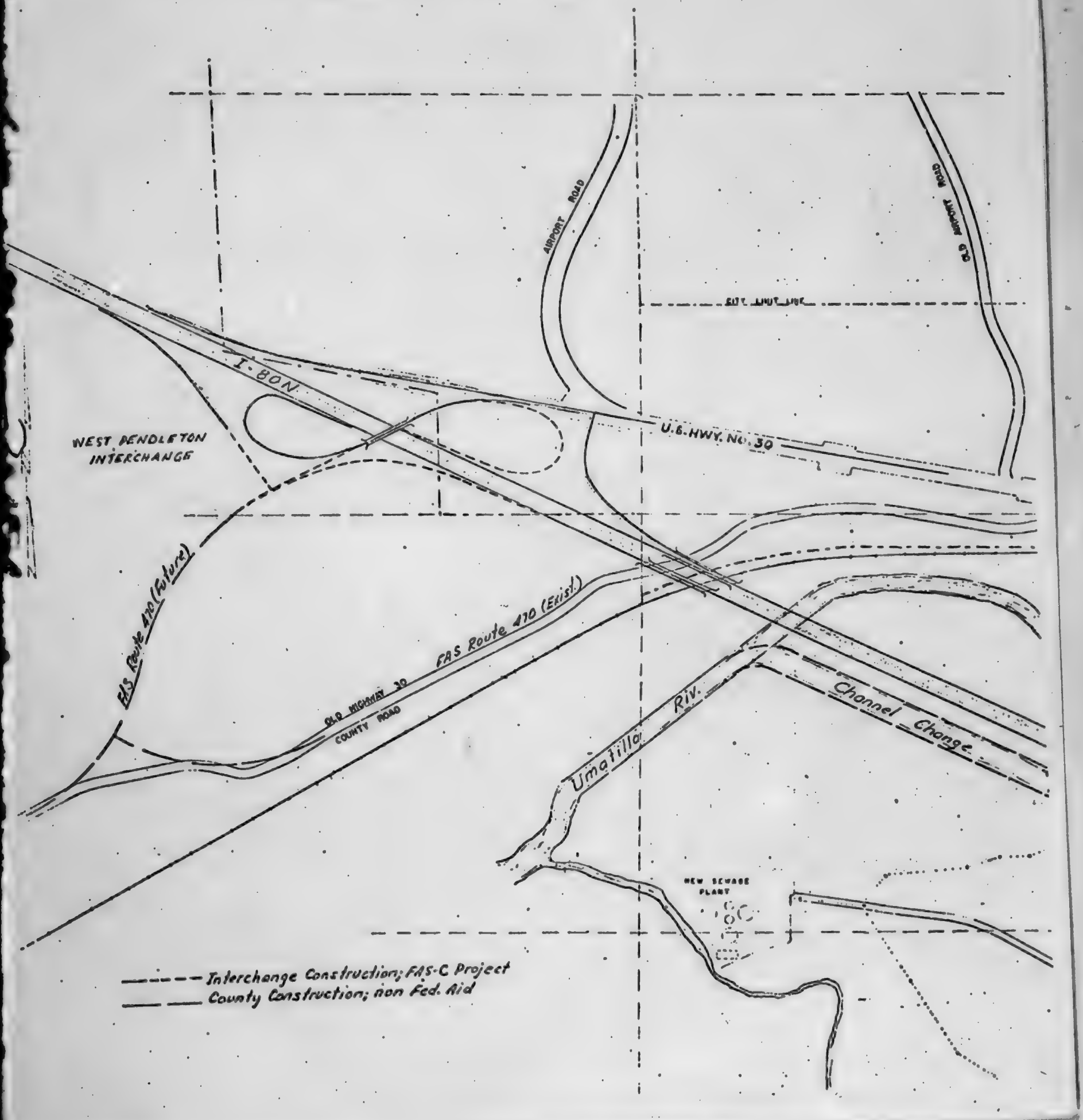
I further certify that the Highway Division, with Umatilla County, has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

By _____
Deputy State Highway Engineer

Date 3-17-72

RHP:ljt
3/16/72

W. PENDLETON INTERCHANGE SECT.
Umatilla, County



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NOV 30 1971
FOR FILING

Treasury
Pendleton
Hearing

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
November 29, 1971

SUBJECT:

TO: Mr. L. H. Young
Program and Planning Engineer
BUILDING

Attached is a copy of the hearing transcript for the West Pendleton Interchange Section of FAS 470 in Umatilla County. There are also copies of affidavits of publication and newspaper articles. Copies have been given to the Environmental Study Committee for their use in making the final environmental impact statement.

Since this is an FAS-C project this office will take the necessary steps for design approval, hearing certification, and preparation of programming data to Dick Chase.

Because the project involves the revision of an interchange on the Interstate System, the FHWA would like to review the PS & E.

Robert H. Prange
Rural Engineer
County and City Section

NOTED
F. B. KLABOE

RHP:ljt
Att.

cc: F. B. Klaboe
Victor Wolfe
F. L. Hall

RECEIVED
NOV 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BP*52475-734

FAS 410

INFORMAL INFORMATION HEARING

WEST PENDLETON INTERCHANGE SECTION
OLD OREGON TRAIL HIGHWAY (I-80N)
PENDLETON, OREGON

An informal public hearing was held on October 28, 1971 at 10:00 a.m. in the Jesse Vert Club Room on S. W. Dorion Avenue in Pendleton, Oregon.

UMATILLA COUNTY COURT MEMBERS PRESENT:	C. E. Lassen, County Judge Raymond E. Rees, County Commissioner Raymond Bevans, County Commissioner
EX OFFICIO PRESENT:	Gene Palmer, County Roadmaster, Pendleton, Oregon Ralph L. Moody, Ass't. Roadmaster, Pendleton, Oregon H. S. Cox, County & City Engineer, Oregon State Highway Department, Salem, Oregon
GUESTS PRESENT:	R. M. Sussman, Pendleton, Oregon James Hill, Jr., Pendleton, Oregon John Brogoitti, Adams, Oregon D. C. Jacobson, Pendleton, Oregon C. Delbert Mecham, Rieth, Oregon Edward Miley, Athena, Oregon

RECEIVED
COUNTY & CITY SECTION
NOV 15 1971
☐ ENGR. ☑ ASSR. ☐ SE ☐ AE ☐ DE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FORMAL CORRIDOR-DESIGN PUBLIC HEARING

WEST PENDLETON INTERCHANGE SECTION
OLD OREGON TRAIL HIGHWAY (I-80N)
PENDLETON, OREGON

A formal public hearing was held on October 28, 1971 at 2:00 p.m. in the Jesse Vert Club Room on S. W. Dorion Avenue in Pendleton, Oregon.

UMATILLA COUNTY COURT MEMBERS PRESENT:
C. E. Lassen, County Judge
Raymond E. Rees, County Commissioner
Raymond Bevans, County Commissioner

EX OFFICIO PRESENT:
Gene Palmer, County Roadmaster, Pendleton, Oregon
Ralph L. Moody, Ass't. Roadmaster, Pendleton, Oregon
H. S. Cox, County & City Engineer, Oregon State Highway Department, Salem, Oregon
H. S. Coulter, Division Engineer, Oregon State Highway Department, LaGrande, Oregon
R. A. Nichols, Representative, Department of Transportation, Salem, Oregon

NEWS MEDIA PRESENT:
Virgil Rupp, East Oregonian, Pendleton, Oregon

GUESTS PRESENT:
Robert Blanc, Pendleton, Oregon; D. C. Jacobson, Pendleton, Oregon; James R. Smith, Athena, Oregon; Don Cook, Pendleton, Oregon; James Hill, Jr., Pendleton, Oregon; Hadley Akins, Pendleton, Oregon; Otis Elliott, Pendleton, Oregon; John Brogoitti, Adams, Oregon; Ben Christensen, Pendleton, Oregon; Betty Shoun, Pendleton, Oregon; James C. Shoun, Pendleton, Oregon; C. Delbert Mecham, Rieth, Oregon; Ernest P. Lewis, Pendleton, Oregon; O. Jay Brogoitti, Pendleton, Oregon; Albert R. Girard, Pendleton, Oregon; Deno Vichas, Rieth, Oregon; Don Hawkins, Pendleton, Oregon.

C. E. LASSEN: Ladies and gentlemen, the time is 2:15 p.m., Thursday, October 28, 1971, which time has been set for the public hearing on the propose modification of the existing West Pendleton Interchange, a section of The Old Oregon Trail Highway, Interstate-80-North, near the City of Pendleton, in Umatilla County.

The proposed project will be constructed under the Federal Aid Secondary Highway program. Since this route is a part of the local road portion of the Federal Aid Secondary Highway System, it is eligible for the expenditure of Federal Aid highway funds for its improvement. When a county has exercised its exclusive

privilege to select projects on its Federal Aid System, it requests the approval of the State Highway Division and the Federal Highway Administration. The State proceeds with the survey, design and preparation of plans, specifications and estimates of cost. The county holds the required public hearings, acquires rights-of-way and is responsible for utility relocation. The role of the Federal Highway Administration is to approve, disapprove, or require modifications or revisions in the indivd-ual project proposals to conform to the provisions of the Oregon Secondary Road Plan as adopted by the State Highway Division in cooperation with the local road officials, and approved by FHWA. The Federal Highway Administration's approval of a proposal commits the Federal Government to pay its legal pro-rata share of the approved cost of the project when the project has been successfully constructed. The Federal Government's pro-rata share in the construction costs of the project is approximately 60 per cent with the remaining 40 per cent being shared equally by the State and County.

The Federal Highway Administration has put into effect a revised Policy and Procedure Memorandum 20-8 governing public hearings. This memorandum sets forth the rules under which we are conducting today's corridor-design hearing relating to this proposed Federal Aid Highway project. We are here to afford you the opportunity to express your opinions regarding the proposal, and to encourage your full and effective participation in the consideration of the proposed project.

Further, under Policy and Procedure Memorandum 20-8, you may make both oral and written statements, and in addition, anyone, regardless of whether he has or has not made a statement today, will have an additional ten days to submit written comments which

will be made a part of the record of this hearing. Such written comments should be mailed to the County Courthouse.

This hearing, including all statements and comments, will be transcribed verbatim and sent to the State Highway Division for review. All testimony given at today's hearing will be evaluated to determine the socio-economic impact, the environmental effects, and the feasibility of the proposal.

We will follow a schedule in the conduct of this hearing: first, an engineering description of the proposal will be presented; next, an explanation of right-of-way procedures and relocation assistance will be given; then, everyone wishing to make a statement will be given the opportunity to do so.

So that you may know those of us at the front of the room, I will introduce the following people: myself, I am Umatilla County Judge Chris Lassen; Raymond Rees, County Commissioner, on my right; Raymond Bevans, County Commissioner, sitting in the back, and Pat Standerfer, our clerk.

And, we now have Scott Coulter. Scott, I wish you would please come forward and give your Engineer's description.

SCOTT COULTER: The proposed project consists of revising the present interchange pattern to accommodate a proposed county road. The most significant change involves the present free flowing eastbound ramp leading to old US 30 and Pendleton. This free flowing ramp would be reconstructed to a standard diamond-type pattern which would result in a stop condition at the crossroad. This stop condition would be necessary in order to insure proper traffic movements with the proposed county road which would connect the Rieth Road industrial area, and this area, to the interchange. Also included in the proposed project would be the construction of new on ramps to both eastbound and westbound lanes

of Interstate 80 North.

Access to the proposed project will be completely controlled, with no access being allowed on the interchange ramps or on the crossroad within 300 feet of the ramp terminal.

No families, businesses or farm operations will be displaced by the proposed project.

Any seeding, mulching or landscaping necessary to protect the environment and enhance the esthetics of the area will be included as part of the project. Also, any signing, lighting, or traffic control facilities necessary to protect the public will be included in this project.

C. E. LASSEN: Thank you Mr. Coulter. I neglected, I am sorry to say, to indicate your title. Mr. Coulter is the Regional Engineer for the State Highway Department.

At this point I will read the right-of-way procedures. Any property which is required for the construction of a project, such as the one being discussed today, will be appraised on the basis of "Market Value." Market Value is defined as the price a willing buyer would pay for property offered by a willing seller with neither party having any obligations to either buy or sell. To pay more than the Market Value of property would be unfair to the taxpayers who provide the monies for road improvements. To pay less than Market Value would be unfair to the property owner.

Also, a relocation study is made to determine the eligibilit for relocation benefits due each property owner or tenant. Relocation benefits are not a part of Market Value but rather are in addition to the payment for the real property. The replacement housing policy for this project will be in conformance with United States Department of Transportation under Number 5620.1. Copies of this order are available at this meeting.

The relocation benefits include:

(1) Relocation advisory assistance to all individuals, families, businesses, or farms displaced as a result of public improvements as well as adjacent property owners who suffer substantial economic damage resulting from right-of-way acquisitions.

(2) A moving payment for those individuals, businesses, farms and non-profit organizations who are in occupancy on the first negotiating call for their actual and reasonable costs to move personal property up to 50 miles. As an alternative to actual costs of moving, an individual or a family living in a dwelling is eligible to receive a $200 dislocation allowance and a schedule move up to $300 depending on the number of rooms of furniture to be moved.

(3) Under certain circumstances, or conditions, displaced farms and businesses may be eligible for benefit payments in lieu of actual moving costs up to $10,000.

(4) For owner occupants of dwellings of more than 180 days prior to the start of negotiations, under certain conditions, an additional payment for the additional cost necessary to purchase a replacement house, to compensate the owner for increased interest costs in financing a replacement house, to reimburse the owner for incidental expenses to the purchase of replacement housing, the combination of which may not exceed $15,000.

(5) For owners and renters of more than 90 days prior to the start of negotiations who prefer to rent, a rental replacement housing payment up to $4,000 may be made to allow the rental of a decent, safe and sanitary dwelling.

(6) For owner occupants of dwellings less than 180 days and more than 90 days and renter occupants of dwellings of more

than 90 days prior to the start of negotiations who elect to purchase a decent, safe and sanitary house, an alternate benefit to apply on the down payment is available within certain monetary limits. An additional benefit is also available within certain monetary limits to defray the incidental costs necessary in the acquisition of the replacement property. The combination of these benefits may not exceed $4,000.

The Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the Federal Highway Administration operating procedures are very complicated and complex. The dollar figures, just quoted, are maximum figures. You are cautioned benefits must be computed in accordance with these laws and regulations and on an individual basis. Usually, the benefits do not reach the maximum quoted.

The time required for right-of-way acquisition and relocation is not on hand at the present time. This opposition would permit adequate appraisal and negotiation time and provide at least 90 days for relocation of the displaced person affected after notice of acquisition. In addition, no persons or families will be displaced until they have been relocated to decent, safe and sanitary housing, obtained the right of possession of adequate replacement housing, or have been offered decent, safe and sanitary housing which is available for immediate occupancy. No owner occupant will be required to move until either he has been paid for his property or the money has been deposited in the registry of the court.

Actually, there will not be any relocation projects. It is estimated that not one individual or any family will need to be relocated for this particular project.

Alternate housing for this project is readily available. A search of the residential market reveals that a number of dwellings are for sale by real estate brokers and private owners. Also, a search of the rental market reveals that single family dwellings and dwelling units in multiple housing are available for rent. Newspapers in the area carry many advertisements for sale and rent. Mobile home courts have vacancies available and mobile home dealers have large inventories of replacement dwellings Further studies indicate this amount of housing can reasonably be expected to be ,more or less than indicated here during the foreseeable future.

The replacement dwellings mentioned are decent, safe and sanitary, functionally equivalent and substantially the same as those to be acquired; fair housing -- open to all persons, regardless of race, color, religion, sex or national origin, in areas not less desirable than the dwelling to be acquired in regard to public utilities and public and commercial facilities, reasonably accessible to the relocatee's place of employment; adequate to accommodate the relocatee in an equal or better neighborhood; and within the financial means of the displaced family.

Should the person being relocated feel he is being unfairly treated, an appeal procedure is available whereby he can appeal in person before an established appeal board or he can make his appeal by letter.

Brochures explaining the acquisition and relocation program are available in this room. If you will be one of those involved in relocation or are interested, we ask that you take them with you to read.

The right-of-way program for this project will be under the supervision of Mr. H. W. Snell, whose office is located at LaGrande, Oregon

At this time statements will be taken for or against the proposal, and I want to again assure you that the entire proceedings of today's hearing are being recorded and will be reviewed and evaluated. Once again I would like to remind you that we will accept additional written comments for ten days after the close of the hearing. We ask you to confine your remarks to the relative merits of the proposal. Problems of personal concern may be discussed and perhaps resolved after the closing of this hearing.

Now at this time I would like to call on those who have signed cards who wish to testify. I will first call on Mr. James Hill, Jr., please.

JAMES HILL, JR.: Judge Lassen, I am testifying as an individual citizen and in the last five years have spent a good portion of my time studying the industrial sites that are available to the Pendleton area and close enough into the Pendleton area to be a part of the city complex, so to speak, where you can have rail and highway facilities. The result of looking and searching over those five years led me to the conclusion that the only reasonable, available site within the Pendleton complex at all, was in the Rieth area. And, the access to that area by the highway was very poor. The Union Pacific Railroad is there but the highway access is very poor. The other sites that are available, you have to go out as far as Fulton, about 5 miles north and then you have to go east, to Mission, another site that is available is up Birch Creek, which also depends upon the Rieth access. So, the result of my studies and survey, and ruddy roads and looking, that has been my conclusion. That if there is going to be an industrial develop-

ment, close to the Pendleton Airport, the only logical place with any size and substance that could have rail and adequate highway access, is in the Rieth area. Therefore, this realignment or change in the West Interchange is of vital importance to this industrial land there and of course, in my own personal opinion, real important to the development and growth to Pendleton which sits down in a canyon, and there just isn't space, and the only space that you have at that canyon is as you go to the end of it, and it opens out. This very fine area here is available and the new proposed Interchange would open it up and make it very adaptable for the city of Pendleton.

C. E. LASSEN: Thank you Mr. Hill. I will read into this hearing, Mr. Hill's address which is 311 N. W. Furnish, Pendleton, Oregon. Now I would like to call on Mr. Hadley Akins, whose address is 1225 S. W. Goodwin Lane, Pendleton, Oregon, representing the Port of Umatilla.

HADLEY AKINS: Thank you Judge. I am Hadley Akins, President, of the Port of Umatilla. To: Judge Chris Lassen, the County Commissioners, Pendleton, Oregon.

The Umatilla Port District includes most of Umatilla County, and is the primary area-wide entity in the promotion of economic growth within the Port District. As such, it is vitally interested in the preservation and development of industrial areas, not only for possible future tenants, but also for the benefit of present industries and employers who wish to relocate or expand their businesses.

Recognizing that the area between Pendleton and Rieth offered the most feasible sites for industry, the Port in 1967 purchased 24 acres just west of the present freeway viaduct, and held it for a possible industrial site. In 1968, Fleetwood Enterprises came

to Pendleton, and, after considerable investigation and negotiation selected 12 acres of our site for the establishment of Prowler Industries to manufacture travel trailers. A vital part of our negotiations with Fleetwood was the guarantee of better access to their site. Then, as now, three years later, the principle vehicle entry is through the narrow, one way railroad underpass. In addition, once the Reith road is reached, there is no way to easily move heavy trucks or long transports onto Old Highway 30 or the freeway.

At the time of our negotiations, the Port, the City of Pendleton, the County Court, and the State Highway Department promised to work diligently to obtain better access for Prowler. But out efforts were continually hampered by continuing changes in plans to improve Reith road and to redesign the Pendleton West Interchange. Recently the Port sold the balance of its Pendleton property to Pendleton Grain Growers, who intend to relocate and expand their seed cleaning, fertilizer, and other facilities. But the land will be of little value to them until there is better access to the area, because they, too, will be moving heavy trucks in and out of the area, both east and west.

I use these illustrations to show the urgency of action, because we have current clients who have real problems until access is improved. And there is little likelihood that there will be any future clients until there is action on this problem. Other testimony at this hearing will cite the desirability of other property in the West Pendleton area for economic growth and expansion--if we obtain proper and efficient access.

The Port of Umatilla believes that the redesign of the West Pendleton Interchange now being considered will solve the access problems in this area that is vital to Pendleton's growth.

We urge that all public and private agencies encourage the approval and expedite the construction of the redesigned interchange. By so doing, we will fullfill an obligation to our current good industrial citizens - and will provide future prospects with a wider variety of sites on which to locate in Pendleton.

I might add, the Port has been in on informal discussions with the Pendleton Economic Development Committee of the Pendleton Chamber of Commerce, about the possible purchasing and development of some other property in the area between Pendleton and Reith. And any access is proof, and is vitally necessary, before this property can become of any value to an industrial site. Thank you Judge.

C. E. LASSEN: Thank you Mr. Akins. I would like to call now on Mr. James R. Smith, his address is Box 304, Athena, Oregon, President of Johns, Smith & Beamer.

JAMES R. SMITH: Judge Larsen --

C. E. LASSEN: Lassen.

JAMES R. SMITH: Lassen, pardon me. I am Jim Smith of Johns, Smith & Beamer and the other farming complex at Reith. We have been there for some time and our biggest concern is moving large trucks and trailer rigs - moving cattle out and large truck and trailer rigs - moving feed. I imagine everybody that has came from the old Reith road and back and tried to get back on the freeway now, and even with a large truck and trailer, even with a car; could recognize the problem. We have one access to get on the freeway coming from Reith. Or two alternates, you might say. You can turn right from the County Shops, there is a little one-way road up there. With a big truck and trailer rig you really can't stop at the top as you come up it, because if you stop too abrupt, you are going to

have to knock your cattle down. So - you are going to have to break a State Law, just a little bit. As you come up to the top they've got a little swoop up there by the County Shop and you have to stay on the left side of the road, otherwise we are in trouble.

If you happen to have a car wheeling down from the Airport and you happen to have one of these big rigs coming up - and the way I have seen some people come over that road - sometime, I am seriously concerned there will be a death and I would like to make a suggestion for your consideration. I believe that road is very dangerous - I believe it should be made a one-way road for the traffic coming out of Reith since so many people have to use it, and have a law or a sign there that people cannot come down that road east-bound because, someday, somebody is going to get killed there.

Now in the winter, we don't dare even try this road, it is too slick so then we are forced to come in and cross traffic there by the State Hospital, come on down bnto Highway 395 - here by the Blue Mountain, then if you can turn real sharp, you can come on around by that little triangle there and then you have another little sharp turn, you can get back on, and get back on the free-way.

Or - if that makes you too nervous, and these big rigs have been doing this on the highway, it is very dangerous, we have to come clear on down by Garretts' down here, and Stones', and try to get turned down there to get back out on the highway. Well - you might say you could come on down here to the railroad track and cut back by Smith Canning Company, but again, with these big rigs, that is a sharp cut back there and you have to go over the center line to come around and get back in. I am suggesting to all my

drivers now of trying to figure all of the routes and that was to come out from the Reith, go by the State Hospital, come across 395, go up there at the top of the hill where the kids play baseball, there is a pretty wide place there where you can swing around and come back and you might come back and get back around on.

Our main consideration is, it is practically impossible to do a good truck driving job with the situation as it is and we firmly are in favor of the new interchange.

C. E. LASSEN: Thank you Mr. Smith. I would like to call now on Mr. Ernest P. Lewis, who lives at 411 N. W. Horn in Pendleton, Oregon and represents Prowler Industries of Oregon.

ERNEST P. LEWIS: Thank you. Judge Lassen, I have a prepared statement I would like to read:

Prowler Industries has occupied the property at 121 N. W. 46th Street for the past three years. At the time Prowler located its plant in Pendleton, we were told that a new and clearly defined access road would be provided to our plant. To date, 3 years later, we are still without such an access road. I know this has been brought up before but I sure want to make a point of it.

The nature of our business requires a continuous flow of trucks to deliver material for our production and the transportation of our finished product to dealers. The present truck access is inadequate for our volume. We have approximately 35 trucks a day servicing our plant. Passenger cars vary from 125 to 180 coming to the plant daily. If any of you have had the opportunity to come under this little underpass over here, this is a blind corner, gentlemen, we are very fortunate, and ladies, not to have had any serious accidents yet, but - we have had some very serious close calls.

The present employee and general traffic access road is not only dangerous but is in extremely poor condition causing excessive wear and tear on vehicles. Not only have we experienced numerous complaints of trying to reach our plant, but we have received many complaints from visitors as well as commercial drivers of the dangerous approaches to our plant.

Employment during 1971 had ranged from 100 to 160 employees with a total payroll of approximately one million dollars.

The new proposed access would correct many of the problems involved. As an example, the truck and trailers coming off the present freeway have to make a rather dangerous turn to enter onto Reith road. In the existing underpass for the passenger traffic there is a blind corner. The new proposed access would eliminate these 2 serious problems and provide a safer, smoother flow of traffic. We very heartily endorse the new proposed access.

C. E. LASSEN: Thank you very much Mr. Lewis. I would like to call now on Mr. Ben Christensen, Post Office Box 717; is that correct? Of Pendleton, Oregon, representing C-Mc Trucking, Incorporated of Pendleton, Oregon.

BEN CHRISTENSEN: Thank you. We have the same problems that Mr. Smith has with trucking. We are primarily engaged in hauling wheat for the Grain Growers.

Going in and out of the "Black Pot", Jim calls it the "Silver Dome". We make about 1,000 trips in and out of there a year and it is impossible to enter or come out of there and enter Highway 30 without running that stop sign, going up the wrong side of the road.

And, by the same token, when you are going into the "Pot" empty and go down the same crooked road, it is a blind corner

entry there.

Right immediately west, you can't see, you have to take the whole road to make the corner.

Coming from the east into the "Pot", it is equally as dangerous. You have to cross the traffic and certain times of the day you can't get across so you stop and people pass on the right hand side and that is dangerous.

And, when you are coming to the east you have to stop and you can't see behind you too good with the truck, the angle is too sharp and when you do get started you are slow going and it has been mentioned, the way the people come off that hill, there is a chance they will run into the rear end of you.

For these reasons we would like to see this new fancy way. Thank you.

C. E. LASSEN: Thank you Mr. Christensen. I would like to call now on Mr. Donald Cook, Box 1248, Pendleton, Oregon, representing the Pendleton Grain Growers, Incorporated.

DON COOK: I would like to present testimony on behalf of Pendleton Grain Growers as General Manager of that Company, owned by about approximately 2,000 farmers; mostly living in Umatilla County. We have at the present, a grain storage facility, commonly known as the "Black Pot" in the area under question. In order to fill and empty that facility in one year it takes approximately 4,000 truck trips in and out by truck and trailer rigs.

We also have a site that we hope to develop in this area, building a new seed-cleaning plant and a liquid fertilizer facility that will run in the neighborhood of $700 to $800,000. Any of these facilities down there will be ideally situated to serve these 2,000 farmer owners if we can develop a adequate truck route in and out of the site. We feel that the proposed

redesign of the Interchange would solve this problem very satisfactorily for us.

Judge, I have a slightly more detailed statement that I would like to present the testimony also.

C. E. LASSEN: Thank you Mr. Cook. I would like to now call on Mr. James C. Shoun, whose address is the Pendleton Municipal Airport of Pendleton, Oregon, representing the Round-Up Crop Dusters, Incorporated.

JAMES C. SHOUN: Thank you Chris. Contrary to what some people might think, Round-Up Crop Dusters, Incorporated uses trucks and trailers and heavier equipment to provide fertilizer and chemicals for our work out in the fields. We work out in the fields considerable, rather than out or at the Airport, so we do have a problem with the southwest corner of the County or with the southwest section of the county.

We would like to go on record; we favor this new Interchange as soon as possible.

C. E. LASSEN: Thank you very much Mr. Shoun. I would like to call now on C. Delbert Mecham, whose address is Route 2, Box 262 in Pendleton, Oregon and representing the Rieth Water District.

C. DELBERT MECHAM: I would like to say that I think the people at Rieth, the ranchers in the Rieth area deserve more consideration than we show them when they built that present Interchange. To open up that area, this road may be dying I know and it meets with the full approval of these people. After all, I think Rieth is a, as you might say, might eventually become a part of Pendleton.

I think that probably industry could consider moving into the area if this new design is carried through. Thank you.

C. E. LASSEN: Thank you very much Mr. Mecham. Mr. Otis N. Elliott, Route 2, Box 124, who lives in Pendleton, Oregon and is a farmer.

OTIS N. ELLIOTT: Judge Lassen, I want to go on record as being in favor of this project.

I listened to the testimony of two men; my neighbor here, of Johns, Smith and Beamer and we are just small farmers compared to this firm but we still have the same problems of moving our cattle and some of our products on to the freeway coming out through Rieth and I think this is very vital that something be done about it.

We use that road quite frequently, coming in from the west, also, from the Airport, and from Frontier Machinery and I have been scared a few times on that, and I can personally, and I can very well second to what that man is talking about.

The other thing that I am personally, am very much in favor of this development, is that the Pendleton Grain Growers is trying to put together here and as one of their customers, and one of their users of their services, I can see very definitely where this is needed in this community and I as a personal operator, I would like to hope that they can go ahead and do this and they certainly need this Interchange in order to make this feasible and to work right.

Here is a written statement also, on behalf of us.

C. E. LASSEN: Thank you very much Mr. Elliott. I would like to now call on John Brogoitti, Route 1, Adams, Oregon, representing himself.

JOHN BROGOITTI: I am testifying as a individual citizen and a property owner in the area. I would like to say that the property of ours that is located in the area; some of it is suited for light industrial development, light commercial development and other of the area is suitable for residential development, that would compliment any industry that might locate in the Rieth Industrial Park. This has been a contention of mine all along, that this

should be opened up for the betterment of the community and the County, as a whole; and I am naturally in favor of it.

You have a written statement Judge. Thank you.

C. E. LASSEN: Thank you very much Mr. Brogoitti. The last one that I have a card on is Mr. Albert R. Girard, P. O. Box 190, Pendleton, Oregon, representing the City of Pendleton.

ALBERT R. GIRARD: I am the Assistant City Engineer and I am here to testify in behalf of the City and to give our support for this project.

On the 5th of October the City Council passed a Resolution authorizing the Mayor and the City Recorder to sign the preliminary plan for this and to pledge our support on this project.

This Resolution No. 781 which I would like to read:

WHEREAS, the State of Oregon, acting by and through its State Highway Commission has caused to be prepared and submitted to The City of Pendleton, Oregon, a "Preliminary Layout Sheet" providing for the improvement of the West Pendleton Interchange, and,

WHEREAS, said "Preliminary Layout Sheet" has been presented to the Council of said City and approved as submitted;

NOW, THEREFORE, BE IT RESOLVED by the City Council of The City of Pendleton that the Mayor and City Recorder are hereby authorized and directed to sign said "Preliminary Layout Sheet" on behalf of said City.

PASSED by the Council and approved by the Mayor this 5th day of October, 1971. Signed by the Mayor and the City Recorder.

We are in favor of this particular project from the fact that we think it will open up the Rieth Industrial Area. Also, we have seen in the past few months, proposals for extension of this project and could lead out to the south end of town and would

provide another access for industry and people by our city and so we would like to see the project started with all speed. Thank you.

C. E. LASSEN: Thank you Mr. Girard.

We have received letters from the following: Frontier Machinery, Northwest Grocery, Columbia Pump, Allied Seed, Raymond Bevans, Mike Ramey, Jobber, Quentin Herd, Keith Farley, Hill Furniture & Manufacturing Company, Hilltop Manor Hotel, O. J. & John Brogoitti, Rieth Water Commission, Leo Gorger, Con Wyss, Union Pacific Railroad Company, Johns, Smith & Beamer, Farm Chemicals, CMc Trucking, Incorporated, Wooley's Westside Motors.

Is there anyone here who has submitted letters who would like at this time to - in addition - that hasn't already testified, who would like to give testimony or read their letters?

In other words, has everyone had a change to give his or her comments on this proposal? Is anyone present who might have said "no" on a card but would like to change his mind and make remarks at this time? For the last time; is there anyone present who wishes to make a statement? There being no further testimony, I thank all of you for being present today, and now declare this hearing officially closed at 2:58 p.m.

Thank you very much for coming.

T E S T I M O N Y

Presented at Formal Corridor-Design Public Hearing on the West Pendleton Interchange Section of Old Oregon Trail Highway (I-80N) in Pendleton, Oregon on October 28, 1971.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 15, 1971

Hon. C. E. Lassen
Umatilla County Judge
Courthouse
Pendleton, Oregon 97801

Dear Judge Lassen:

Enclosed is an engineering description of the West Pendleton Interchange project which may be used at the October 28 hearing.

By copy of this letter we are requesting that Mr. Coulter or someone from Regional Office in La Grande attend the hearing and read the engineer's statement into the hearing minutes.

Very truly yours,

H. S. Cox
County and City Engineer

By

Robert H. Prange
Rural Engineer

RHP:ljt

Encl.

cc: H. S. Coulter

RECEIVED OCT 18 1971

September 24, 1971

WEST PENDLETON INTERCHANGE SECTION
OLD OREGON TRAIL HIGHWAY (I-80N)
UMATILLA COUNTY

The proposed project consists of revising the present interchange pattern to accommodate a proposed county road. The most significant change involves the present free flowing eastbound ramp leading to old US 30 and Pendleton. This free flowing ramp would be reconstructed to a standard diamond-type pattern which would result in a stop condition at the crossroad. This stop condition would be necessary in order to insure proper traffic movements with the proposed county road which would connect the Rieth Road industrial area to the interchange. Also included in the proposed project would be the construction of new on ramps to both eastbound and westbound lanes of Interstate 80N.

Access on the proposed project will be completely controlled, with no access being allowed on the interchange ramps or on the crossroad within 300 feet of the ramp terminal.

No families, businesses or farm operations will be displaced by the proposed project.

Any seeding, mulching or landscaping necessary to protect the environment and enhance the esthetics of the area will be included as a part of the project. Also, any signing, lighting or traffic control facilities necessary to protect the public will be included in the project.

PORT OF UMATILLA

P. O. Box 408 McNARY, OREGON 97858 Telephone 922-3224

"Natural Distribution Center of the Pacific Northwest"

COMMISSIONERS:
H. C. AKINS, President
RANDOLPH DORRAN, Vice-President
NORMAN H. SCHROTH, Secretary
D. B. DUSENBERY, Treasurer
WALTER J. EIRING, Member

JOHN N. GROUPE, Manager

October 21, 1971

Statement by Hadley Akins, President, Port of Umatilla, at a public hearing involving the West Pendleton interchange on October 28, 1971.

TO:

Judge Chris Lassen
Umatilla County Court
Pendleton, Oregon

The Umatilla Port District includes most of Umatilla County, and is the primary area-wide entity in the promotion of economic growth within the Port District. As such, it is vitally interested in the preservation and development of industrial areas, not only for possible future tenants, but also for the benefit of present industries and employers who wish to relocate or expand their businesses.

Recognizing that the area between Pendleton and Rieth offered the most feasible sites for industry, the Port in 1967 purchased 24 acres just west of the present freeway viaduct, and held it for a possible industrial site. In 1968, Fleetwood Enterprises came to Pendleton, and, after considerable investigation and negotiation selected 12 acres of our site for the establishment of Prowler Industries to manufacture travel trailers. A vital part of our negotiations with Fleetwood was the guarantee of better access to their site. Then, as now, 3 years later, the principle vehicle entry is through the narrow, one way railroad underpass. In addition, once the Reith road is reached, there is no way to easily move heavy trucks or long transports onto Old Highway 30 or the freeway.

At the time of our negotiations, the Port, the City of Pendleton, the County Court, and the State Highway Department promised to work diligently to obtain better access for Prowler. But our efforts were continually hampered by continuing changes in plans to improve Reith road and to redesign the Pendleton West Interchange. Recently the Port sold the balance of its Pendleton property to Pendleton Grain Growers, who intend to relocate and expand their seed cleaning, fertilizer, and other facilities. But the land will be of little value to them until there is better access to the area, because they, too, will be moving heavy trucks in and out of the area, both east and west.

I use these illustrations to show the urgency of action, because we have current clients who have real problems until access is improved. And there is little likelihood that there will be any future clients until there is action on this problem. Other testimony at this hearing will cite the desirability of other property in the West Pendleton area for economic growth and expansion--if we obtain proper and efficient access.

The Port of Umatilla believes that the redesign of the West Pendleton interchange now being considered will solve the access problems in this area that is vital to Pendleton's growth. We urge that all public and private agencies encourage the approval and expedite the construction of the redesigned interchange. By so doing, we will fullfill an obligation to our current good industrial citizens, and will provide future prospects with a wider variety of sites on which to locate in Pendleton.

Hadley Akins
President
Port of Umatilla

Johns, Smith & Beamer
Wheat, Peas and Cattle
ATHENA, OREGON 97813

October 27, 1971

Judge Chris Lassen
Umatilla County Court
Pendleton, Oregon

Dear Judge Lassen:

The Johns, Smith & Beamer cattle feedlot and farming operation by Rieth needs the proposed new west interchange.

The JS&B Rieth operations during the first nine months of 1971 (Jan through Sept) was as follows:

1. Salaries - $33,464.00
   A. 5 full time employees
   B. 5 to 6 part time employees

2. Cattle feed - $188,118.00
   240 to 250 large and small truck loads hauled in

3. Cattle - $463,200.00 (ave. monthly inventory on hand)
   A. Sales - $1,149,007.00
   B. Purchases - $949,862.00
   C. Truck and trailer trips in - 120 to 130 loads
   D. Truck and trailer trips in - 90 to 100 loads

The present access tp JS&B Rieth operations is very dangerous. We have to go through the City of Pendleton going to Rieth, then cross the in-coming traffic at the State Hospital to get onto the old highway and on down to Rieth.

To leave the old highway coming from Rieth and get onto the freeway going west with the truck and trailer rigs, we have to turn Ieft at the small one-way road by the county shop. We cannot stop on this steep road with a full load of cattle but must pull up by the county shop then onto the main highway. This route we can use in the summer but is very dangerous. In fact perhaps this road should be marked one-way traffic only for west bound traffic.

In the winter we dare not use this route but must drive into Pendleton and turn by Stone Equipment Co., which in itself is quite dangerous.

Johns, Smith & Beamer feel the proposed new interchange will correct the problems we now face and could also prevent a very bad accident in the future.

Sincerely,

J. R. Smith

JOHNS, SMITH & BEAMER
By: J. R. Smith, A partner

PROWLER INDUSTRIES OF OREGON, INC.
P.O. BOX 1247 • PENDLETON, OREGON 97801 • (503) 276-1244

October 25, 1971

TO WHOM IT MAY CONCERN:

Prowler Industries has occupied the property at 121 NW 46th Street for the past three years. At the time Prowler located its plant in Pendleton, we were told that a new and clearly defined access road would be provided to our plant. To date, 3 years later, we are still without such an access road.

The nature of our business requires a continuous flow of trucks to deliver material for our production and the transportation of our finished product to dealers. The present truck access is inadequate for our volume. We have approximately 35 trucks a day servicing our plant. Passenger cars vary from 125 to 180 coming to the plant daily.

The present employee and general traffic access road is not only dangerous but is in extremely poor condition causing excessive wear and tear on vehicles. Not only have we experienced numerous complaints of trying to reach our plant, but we have received many complaints from visitors as well as commercial drivers of the dangerous approaches to our plant.

Employment during 1971 had ranged from 100 to 160 employees with a total payroll of approximately one million dollars.

The new proposed access would correct many of the problems involved. As an example, the truck and trailers coming off the present freeway have to make a rather dangerous turn to enter onto Reith road. In the existing underpass for the passenger traffic there is a blind corner. The new proposed access would eliminate these 2 serious problems and provide a safer, smoother flow of traffic.

Plant Manager
PROWLER INDUSTRIES OF OREGON, INC

CMc TRUCKING, INC.
P. O. Box 717
Pendleton, Oregon

October 26, 1971

Judge Chris Lassen
Umatilla County Court
Pendleton, Oregon

Dear Sir:

CMc Trucking, Inc. is a company primarily engaged in hauling grain for the Pendleton Grain Growers, Inc. in Umatilla County. In the course of a year, we make approximately a thousand truck and trailer trips both east and west in going to and from PGG's "Black Pot" grain storage facility near Rieth, Oregon.

Going west from the "Black Pot" is extremely hazardous for truck traffic. The present access road is too steep to stop and restart a truck when entering Hiway 30. This necessitates going down the shoulder of 30 in opposition to the oncoming traffic until a safe entry can be executed.

Arriving from the west, it is necessary to go down the same steep, narrow crooked road, stopping at the bottom, and entering the Rieth-Pendleton road, which is also very narrow. There is a blind curve immediately to the west on the Rieth road which makes this entry point very dangerous.

Entering the Rieth road from the east required trucks to cross the eastbound land of traffic on 30. If this traffic is heavy, a stop must be made in the middle of the hiway until the left turn is possible. This piles up traffic and causes a lot of passing on the right-hand side.

Leaving the Rieth road, eastbound, is made at such an angle as to create a visibility problem. It is very difficult to observe the eastbound lane of traffic on 30. Trucks must stop and start very slowly, and at the rate the traffic moves eastbound, there is a danger of rear-end collisions.

I have made many trips in and out of the "Pot" so I am well aware of the existing conditions and would like to see the re-designed interchange approved.

Very truly yours,

Ben Christensen

Ben Christensen

PAG
PENDLETON GRAIN GROWERS, INC.
Main office at 1000 S.W. Dorion
P. O. Box 1248 • PENDLETON, OREGON 97801 • Area 503 276-7611

October 27, 1971

Umatilla County Court
Pendleton, Oregon 97801

Gentlemen:

Pendleton Grain Growers is a company owned by and serving approximately 2,000 farmers operating primarily in Umatilla County. One of the major services of this company is storage and marketing of the county's grain crop. In order to do this properly, we lease and operate a grain storage facility in the Rieth area, known as the Black Pot, which will store nearly one-fourth of the county's annual grain crop. This year, over 1,800,000 bushels of wheat is in the Black Pot rather than being piled on the ground because this facility is available. Approximately 4,000 large truck and trailer trips are required to truck this grain in out of this storage in the Rieth area.

Building of the re-designed interchange would greatly benefit this grain storage operation by providing an efficient and safe truck route.

In addition, Pendleton Grain Growers has in the planning stages, the building of a new seed cleaning plant and a new liquid fertilizer facility. This devèlopement is estimated to cost between $700,000 and $800,000 all to be located in the Rieth industrial site and within the Pendleton city limits. The general area of the Rieth industrial site is virtually the only site immediately adjacent to Pendleton with rail service which provides adequate land for this type of development. However, this site can only be considered adequate if it can be properly reached by truck transportation. The re-design of the interchange would make this an excellent development site. Based on current activity in our seed cleaning and fertilizing business, there would be approximately 16,000 trucks in and out of this site annually.

These existing and proposed facilities are sorely needed by the farmers in Umatilla County, who in turn, play a large role in the economic health of our entire community.

Besides assisting our operation, the new proposed interchange would give Prowler Industries adequate access as promised; would provide Rieth and its adjacent industrial area improved access; and, in general improve the entire west end complex present and future.

Our studies indicate that the one stop sign on in-bound traffic from the west would not be detrimental to traffic and would provide further safety features for the large amount of traffic, large and small, which will ultimately use this interchange.

HERMISTON BRANCH
200 South First Pl.
Area 503 567-5591
P. O. Box 8
Hermiston, Oregon 97838

ATHENA BRANCH
Main and Fourth
Area 503 566-3545
P. O. Box 325
Athena, Oregon 97813

TWIN CITY BRANCH
217 E. Broadway
Area 503 938-5551
P. O. Box 408
Milton-Freewater, Oregon

PENDLETON GRAIN GROWERS, Inc.
PENDLETON, OREGON

The following editorial from the East Oregonian edition on October 20, 1971 covers the public interest phase of redesigning the west interchange.

> "All who are interested in industrial development in the Pendleton area are fortunate that the state Highway Commission was willing to consider redesigning at the West Pendleton Interchange of Interstate 80 North.
>
> At the time the interchange was under construction the commission held up work in order to permit further consideration of a design that would provide adequate access to land in the Rieth area which is especially suitable for industry. However, interests that wanted "free flow" traffic through the interchange without regard for access to the Rieth area prevailed.
>
> In view of that, a request to the commission that it consider redesigning the interchange could have been denied on the basis that Pendleton had had its chance to get proper access to Rieth and passed it up and to get that access now would be much more costly than to have done it in the beginning and couldn't be justified.
>
> Fortunately, the commission did not take that position. Pendleton has been given another opportunity to correct a serious mistake. All who recognize the importance of making maximum use of industrial sites in the Rieth area should appear at a public hearing on the interchange redesign on October 28 at the Vert Clubroom to express their support of the commission's effort."

For these reasons, Pendleton Grain Growers, Inc. is strongly in favor of the new proposed west interchange.

Sincerely yours,

PENDLETON GRAIN GROWERS, INC.

Don Cook
Manager

ROUND-UP CROP DUSTERS, Inc.

JAMES C. SHOUN, President
BETTY J. SHOUN, Sec.-Treas.

AREA 503 276-3115
~~199 S.E. 4TH STREET~~
PENDLETON, OREGON 97801

NEW MAILING ADDRESS
P.O. BOX 1513

October 28, 1971

Judge Chris Lassen
Umatilla County Court
Pendleton, Oregon

Dear Judge Lassen:

We favor the new West Interchange plan because it will provide improved access to the Southwest area of Umatilla County from our headquarter location, and will also provide for further business and industrial expansion of the West Pendleton area.

Round-Up Crop Dusters operates Ag aircraft which provide all types of crop dusting, spraying and seeding services for the agriculture of this area. We are based at the Pendleton Municipal Airport and our ground equipment travels in all directions on the highways.

We utilize pick ups, trucks and large water and chemical trucks in our business; with the present highway location it is inconvenient, time consuming and expensive to gain access to the Rieth road,

We do the aerial application for the Pendleton Grain Growers, Inc., and make many trips in and out of their fertilizer and chemical warehouses. We will need better access to the new facility planned in the area by Pendleton Grain Growers, Inc.

It is vital to our business that the proposed changes in the West Pendleton Interchange of Interstate 80 North be approved.

Sincerely yours,

James C. Shoun, President
Round-Up Crop Dusters, Inc.

JCS/bjs

October 27, 1971

Judge Chris Lassen
Umatilla County Court
Pendleton, Oregon 97801

Re: West Pendleton Interchange

Dear Sir:

Five commissioners compose the Rieth Water Commission which is the public agency that represents some 300 persons who live in the un-incorporated town of Rieth. The five members of the Water Commission unanimously approve and endorse the new proposed design for the west Pendleton interchange.

The people of Rieth and the ranchers in the Rieth area should be shown more consideration than they were when the trumpet designed interchange was built. Most of the people in our area work and do their shopping in Pendleton. Building the proposed new west interchange would provide much better access to the Rieth area and would be a good start on the improvement of the highway to Rieth. Such improvement has long been needed.

The present interchange does not provide adequate access to the industrial areas near Rieth. The new proposed plan would and would also give the needed access for the industries now in the area - - Prowler Trailer plant, Johns, Smith & Beamer, and PGG's Black Pot and proposed cleaning plant. The new interchange would be a good start towards getting other industries to consider moving into the Rieth industrial area.

These are the main reasons why we heartily support the new proposed west Pendleton interchange.

Yours truly,

Rieth Water Commission
Delbert Mecham, Spokesman

C. Delbert Mecham

Rt. 2, Box 124
Birch Creek Road
Pendleton, Oregon
October 28, 1971

Umatilla County Court
Pendleton, Oregon 97801

Gentlemen:

I wish to state my position on the proposed West Pendleton interchange improvement that is to connect with the Reith road.

As a property owner and farm operator I am in favor of this road development because I feel it is vitally needed. The present situation makes it almost impossible to move our trucks onto the Pendleton access routes to connect with the freeway going west to Stanfield. We are forced to go either the long way around via Pilot Rock road or going into Pendleton to where we can turn the truck around to head west. This will give us a much needed and better access to our area and the industrial property adjoining us.

I sincerely hope and urge you gentlemen to move favorably on this improvement.

Yours truly,

Otis N. Elliott

October 28, 1971

Honorable C. E. "Chris" Lassen
Umatilla County Judge
Pendleton, Oregon 97801

Dear Sir:

We wish to state the following reasons for the support of the redesign of the west Pendleton interchange connecting Interstate 80 to the Rieth industrial area.

If this interchange is developed as proposed, it will certainly complement the central business core because traffic coming off the west interchange will be directed to the central business area.

The Rieth Industrial Park is the most logical and best suited area for major industries to locate. Prowler Industries have already located and Pendleton Grain Growers is planning to build there in that area. These industries and any other that may want to settle there in the future need the best access possible to the interstate system.

The proposed opens up approximately 70 acres of our ground contiguous to the city of Pendleton. Some of the ground is suitable for light commercial development. The rest of the ground is suitable for residential development that would complement any industrial development in the Rieth industrial area.

In order to assist the new proposed interchange, we are willing to donate to the county the right of way necessary to complete the linking road from I-80 to the Rieth Industrial Park.

We feel strongly that this undertaking should be approved.

Sincerely,

O. J. Brogoitti

John A. Brogoitti

RESOLUTION NO. 781

WHEREAS, the State of Oregon, acting by and through its State Highway Commission has caused to be prepared and submitted to The City of Pendleton, Oregon, a "Preliminary Layout Sheet" providing for the improvement of the West Pendleton Interchange, and

WHEREAS, said "Preliminary Layout Sheet" has been presented to the Council of said City and approved as submitted;

NOW, THEREFORE, BE IT RESOLVED by The City Council of The City of Pendleton that the Mayor and City Recorder are hereby authorized and directed to sign said "Preliminary Layout Sheet" on behalf of said City.

PASSED by the Council and approved by the Mayor this 5th day of October, 1971.

APPROVED: Ellis O Bragg
Mayor

ATTEST: Clara E Bagwell
City Recorder

2: — 4:30

L:Hle Vert

From the Desk of
Mike Ramey, Jobber

Husky Oil Co.

4210 Westgate
Pendleton, Oregon
October 26, 1971

Umatilla County Court
Pendleton
Oregon

Attention: Judge Chris Lassen

Gentlemen:

I wish to express an opinion on the Westgate interchange matter.

I fully believe it would be most advantageous to the City of Pendleton to have a convenient access to the freeway available for the Rieth area.

This proper access would allow the Westgate and Rieth areas to grow, thus bringing new business to the city.

We all want Pendleton and the surrounding community to prosper and receive its fair share of future business, so let's approve the proposed changes in the West freeway interchange!

Yours very truly,

Myron E Ramey

Myron E. Ramey

MER:KFR

October 28, 1971

Umatilla County Court
Pendleton, Oregon 97801

Dear Sirs:

I am for the new plan for the interchange. This will benefit my land but I think it is important that this entire area have as good access as possible. It is one of the very best areas for future growth of the Pendleton area.

Yours truly,

Conrad Wyss

Con Wyss

October 27, 1971

Judge Chris Lassen
Umatilla County Court
Pendleton, Oregon 97801

Dear Judge Lassen:

I am strongly in favor of the new plan for the west interchange as better access is badly needed to the Rieth road and the areas it serves.

My farm lands are adjacent to the Rieth area and west interchange. I have a grain elevator on the Union Pacific Railroad Pendair siding. Present access to this elevator is very bad and it is most difficult to get loaded grain trucks in and out of this location. The new design will correct this access problem.

I am interested in the growth of Pendleton and better access at the west interchange can be important to Pendleton's industrial and commercial growth.

A stop sign as one comes off the freeway from the west is no problem. I hope the new plan is adopted.

Sincerely yours,

Leo Gorger

Leo Gorger

October 28, 1971

Umatilla County Court
Pendleton, Oregon

Gentlemen:

We favor the new proposed west Pendleton Interchange for the following reasons.

The new plan will substantially improve the total traffic flow at the west interchange.

Improved access to properties in the Rieth area should contribute to sound long term development of this area - - industrially and commercially.

Land area adjacent to the west interchange offers one of the best opportunities for growth of a business area complementary to the Pendleton core area. Such growth would benefit our business as well as other businesses closely connected to the Main Street of Pendleton.

Yours truly,

Boyd Bellston

Boyd Bellston
Hilltop Manor Motel

Hill's Furniture & Manufacturing Co.

AIRPORT ROAD
P. O. BOX 635
PENDLETON, OREGON 97801

Judge Chris Lassen
Umatilla County Court
Pendleton, Oregon

October 27, 1971

Dear Sir:

We are in favor of the new proposed design for the West Pendleton Interchange of Interstate 80 North. We feel this is definitely needed for better access to the Rieth area and will be for the betterment of the entire community.

HILL'S FURNITURE & MANUFACTURING CO.

Joe D. Hill

Joe D. Hill, Secy.-Treas.

JDHtesh

KEITH FARLEY CHRYSLER-PLYMOUTH, INC.
P.O. BOX 130 PENDLETON, OREGON 97801 AREA 503 TEL. 276-7341

October 27, 1971

Judge Chris Larsen
Umatilla County Court
Pendleton, Oregon

Your Honor,

Recently our local Chevrolet dealer had occasion to seek another location to build a new dealership in or near Pendleton. I'm sure he would tell you it was most frustrating and hard to find suitable property. There are others of us who will be forced to seek sites for expansion in the near future. I personally feel it is vital to the growth and welfare of Pendleton to develop at once, a new Pendleton west interchange which would in turn allow access to land suitable for commercial and residential development.

Yours very truly,

Keith C. Farley

Quentin Herd
Herd's 76 Station
1304 S. W. Dorion Street
Pendleton, Oregon 97801

October 26, 1971

Umatilla County Court
Pendleton, Oregon

Dear Sirs:

The new west interchange plan is a better one and I am all for it.

The west interchange is an important part of the traffic direction. Proper access to all areas at the west interchange will mean business and traffic for the direct route to Main Street of Pendleton. I am for full development of all Pendleton areas and I particularly favor the Dorion Street access to Main because my business is located in that pattern.

I do not see any problem connected with a stop sign as people come off the freeway from the west.

Yours truly,

Quentin Herd

Quentin Herd

FARM CHEMICALS
BOX 327 SHERMAN ROAD
ATHENA, OREGON 97813
AREA CODE 503-566-3533
FERTILIZERS HERBICIDES INSECTICIDES

October 26, 1971

Judge Chris Lassen
Umatilla County Court
Pendleton, Oregon 97801

Dear Chris:

As you are perhaps aware, my company owns a considerable investment on the Airport Road.

Prior to the construction of the present west end interchange I heartily supported a proposed diamond interchange that would have permitted a more logical development of west end properties. I understand there is now a proposed modification that will permit at least a part of this development. I wish to go on record as being in favor of this proposed modification.

Sincerely yours,

FARM CHEMICALS

By: Ed
E. C. MILEY - President

ECM/wr

RECEIVED OCT 27 1971

BUSINESS PHONE 278-3928
RESIDENCE PHONE [redacted]

ALFALFAS
CLOVERS
GRASSES

Allied Seed Co.

P. O. Box 1191
PENDLETON, OREGON
ZIP CODE 97801

October 27, 1971

Judge Chris Lassen
Umitilla County Court
Pendleton, Oregon

Dear Sir,

As a way of introduction, the following is a part of the functions preformed by Allied Seed Co. of Pendleton, Oregon.

We are contract and cash buyers of grass and legume seed produced by local and area farmers including the Butter Creek, Stanfield, Hermiston, Athena, Weston, and Milton-Freewater, Oregon areas along with Walla Walla, Lowden, Touchet, and Pasco, Washington areas.

We are seasonal with our harvest beginning after July 1st and continueing thru about September 20th of each crop year. We now have in production approx. 1,000 acres of mostly turf type grasses that are contract grown for us, with the hopes of being able to double this by the 1973 crop year. This production amounts to about 1 M lbs. that is harvested by growers and delivered to our Pendleton facilities for processing, packaging, and shippment. This seed mostly is moved by rail to the New England states area.

The legume seed which we have grown for us is mostly alfalfa seed. It too, is dleivered by growers to our Pendleton processing facilities for cleaning, packaging, and shipped either to domestic or export markets. This is moved from our plant about 50% by rail and the balance by truck freight. Volume consists of 1-1½ M lbs.

Combined dollar volume returned to the local growers amounts to approx. 3/4-1 M.

Truck transportation has been a problem with us in regard to the acess we now have to and from Hiway 80N. Have you ever tried to reach our place of business on Reith Road via the present west interchange from Hiway 80N? If not, I suggest you try it sometime soon and see for yourself the problems trucks have delivering to us. I am sure you will agree the present system leaves very much to be desired in regarding acess to the Reith Road industrial area of West Pendleton, Oregon.

Very Truly Yours,

Elmer D. Ten Hulzen

Elmer D. Ten Hulzen, mgr.
Allied Seed
P. O. Box 1191
Pendleton, Oregon

October 28, 1971

West Pendleton Interchange Hearing

I am a strong believer in West Pendleton Interchange and have been for a long time for the following reasons:

It is a wonderful industrial site especially along the rail line.

It is wonderful in the way of industry employment.

It is a wonderful thing, tax wise, to the county.

It is a wonderful thing in the way of helping cut down unemployment.

~~Umatilla County Commissioner~~

Raymond Bevans

FRONTIER MACHINERY

POST OFFICE BOX 1408 - TELEPHONE (AREA CODE 503) 276-6341 - PENDLETON, OREGON, 97801

28 October 1971

Judge Chris Lassen
Umatilla County Court
Pendleton, Oregon

I am sure you realize the necessity of a free flow of traffic for large trucks into the Reith area such as trucks used or employed by Pendleton Grain Growers, Prowler Industries, Johns, Smith & Beamer to name a few.

I would like to emphasize the importance of a full flow of traffic toward the movement of farm machinery. A railroad access close to a machinery dealer is a must. Farm implements of today are becoming larger and more unitized for larger farm operations which are common in our area. This type of machinery requires modern highways with adequate clearances.

If it should ever become necessary for a business such as ours to relocate or expand, a location easily accessable of 10 to 12 acres is required. The property involved in this industrial area is, in my opinion, the only area available for this type of business, if we are to remain in the immediate Pendleton area.

I support this new proposed west interchange, and believe it will benefit the entire Pendleton area.

FRONTIER MACHINERY CORP.

Robert Blanc

ROBERT BLANC

Northwest Grocery
4228 Westgate
Pendleton, Oregon 97801

October 28, 1971

Umatilla County Court
Pendleton, Oregon

Re: West Pendleton Interchange

Gentlemen:

We favor the new plan for the west Pendleton interchange because it will greatly improve the traffic flow of our area and will make possible future growth and development in the Rieth area.

Yours truly,

Lynn Gawith

Lynn Gawith, Manager
Northwest Grocery

Columbia Pump
4330 Westgate
Pendleton, Oregon 97801

October 28, 1971

Umatilla County Court
Pendleton, Oregon

Dear Sirs:

The proposed change in the interchange at west Pendleton is a good one.

It will solve the problems of access and traffic to the Rieth area and make the west Interchange a real flexible part of the future traffic growth of our area.

We are for the new plan.

Very truly yours,

Larry Burd
Columbia Pump

WOOLLEY'S WESTSIDE MOTORS

ARMOND WOOLLEY RES. PHONE 276-5681
PHONE 276-1682 P. O. BOX 964 HIWAY 30 W.
PENDLETON, OREGON 97801

October 28, 1971

Judge Chris Lassen
Umatilla County Court
Pendleton, Oregon

Dear Judge Lassen:

I am very much in favor of the proposed new design for the west enterchange. I feel that the interchange will provide a better and safer road for those in the Rieth area and a easier access to the business establishments at the west end of old hiway 30 west.

I would also propose a closeure of the Rieth road from it's juncture with the new interchange east.

Yours truly,

Armond L. Woolley
Woolley's Westside Motors

ALW:sw

UNION PACIFIC RAILROAD COMPANY

LAND DIVISION
PITTOCK BLOCK PORTLAND, OREGON 97205
(503) 288-8221

O. W. RYAN
Director - Land & Industrial Development

OTIS E. SKINNER
Asst. Director - Land & Industrial Development

B. M. HUNT
General Tax Agent

October 25, 1971

1000-45

Honorable Chris Lassen
Judge of the Umatilla County Court
216 S. E. Fourth
Pendleton, OR 97801

Dear Judge Lassen:

We are encouraged to learn that a new design for the West Pendleton Interchange on Interstate 80N is being considered.

We have prepared and there is attached a print showing Union Pacific industrial property shaded yellow and how our property relates to the West Pendleton Interchange. The new south road extension is indicated by a dashed orange line. With the revision, new industries locating there would have excellent access to Interstate Highway 80N.

It is our feeling the Rieth area offers one of the few remaining level parcels of industrial property in the Pendleton area having available to it rail, water and sewer.

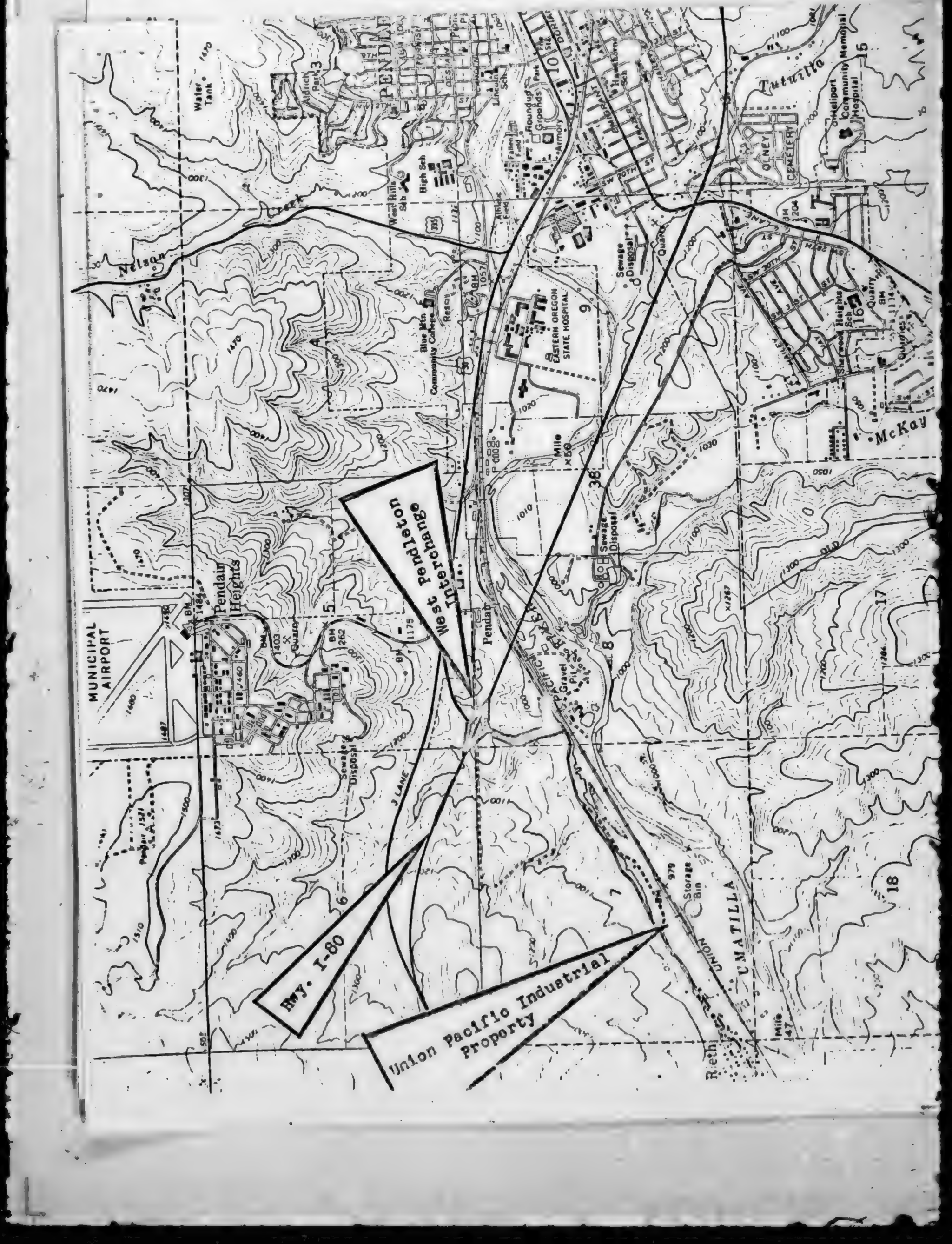
The Union Pacific supports this proposal and we look forward to its approval.

Very truly yours,

C W Ryan

Director - Land &
Industrial Development

RECEIVED OCT 26 1971


PENDLETON
Water Tank
Aldrich Park
Nelson Creek
West Hills Sch
High Sch
Athletic Field
Fallen Field
Roundup Grounds
Armory
Lincoln Sch
Hawthorne Sch
Tutuilla
Heliport
Community Memorial Hospital
OLNEY CEMETERY
Blue Mtn Community College
EASTERN OREGON STATE HOSPITAL
Sewage Disposal
Quarry
Sherwood Heights Sch
Quarries
McKay
Pendarvis Heights
MUNICIPAL AIRPORT
Gravel Pit
Storage Bin
UMATILLA
Hwy. I-80
Union Pacific Industrial Property
West Pendleton Interchange
3 LANE
OLD
UNION
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T E S T I M O N Y

Received Ten Days (10) after the Formal Corridor-Design Hearing on the West Pendleton Interchange Section of Old Oregon Trail Highway (I-80N).

T E S T I M O N Y

Received Ten Days (10) after the Formal Corridor-Design Hearing on the West Pendleton Interchange Section of Old Oregon Trail Highway (I-80N).

MOUNTAIN MACHINERY COMPANY AIRPORT ROAD PENDLETON, OREGON 97801

TELEPHONE 276-6222

28 Oct 71

Judge Chris Lassen
Umatilla county Court
Pendleton, Ore 97801

Dear Sir:

The new proposed West Pendleton Interchange would provide better access to and help in developing the area South of the present interchange at the Airport Junction.

The following reason are the main advantages of the new proposed design:

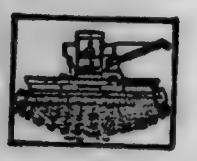
The area between Reith and Pendleton is the only area near the City of Pendleton that is avialable for industrial uses that have need for both highway and railroad service.

The proposed design would also assit the machinery dealers on the north side of the freeway in the movement of large farm equpment to the area south and southweat of Pendleton.

It would also permit the use of an area just south and southwest of interchange for commercial development, which would add to the existing developments of the north side of freway.

1

Charles Hoeft
Manager
Mountain Machinery Co.



ALLIS-CHALMERS

RECEIVED OCT 2

RECEIVED OCT 29 1971

IN THE _____ COURT OF THE
STATE OF OREGON FOR UMATILLA COUNTY

AFFIDAVIT OF
PUBLICATION OF

_____

Equity
Law } No. _____

STATE OF OREGON,
County of Umatilla } ss.

I, Ina Maestretti being first duly sworn, depose and say that I am the principal clerk of the publisher of the East Oregonian, a newspaper of general circulation, as defined by ORS 193.010 and 193.020; printed and published at Pendleton in the aforesaid county and state; that the Road Hearing Notice

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for 1 successive and consecutive insertion in the following issues:

October 21, , 19 71

Ina Maestretti

Subscribed and sworn to before me this 21st day of October 1971

Patricia L. Hawk
Notary Public of Oregon

Notary Public of the State of Oregon
My Commission expires October 22, 1973

Filed this ..... day of ..... 19 .....

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR UMATILLA COUNTY
AFFIDAVIT OF PUBLICATION

EAST OREGONIAN, PENDLETON, ORE.

EO-285
ROAD HEARING NOTICE

Umatilla County will conduct a formal corridor-design public hearing on Thursday, October 28, 1971, at 2:00 p.m. in the Jesse Vert Club Room, S. W. Dorion Avenue, Pendleton, Oregon 97801, preceded by an informal information hearing at 10:00 a.m. at this same date and place, for the purpose of discussing the improvement (construction of West Pendleton Interchange Section of the Old Oregon Trail Highway, I-80 North. The proposed project lies partially in the city of Pendleton, Umatilla County, Oregon.

The proposal consists of revising the existing West Pendleton Interchange to provide for a full Diamond Interchange.

Maps and other drawings showing the proposed location and geometric design will be displayed at the public hearing and, together with any other information about the proposed project, will be available for inspection and copying.

Tentative schedules for right-of-way acquisition and construction will be discussed; and information concerning the Relocation Assistance Program will be available.

A statement regarding the environmental effects this proposed project will have on the area will be available at the hearing for review and information.

All interested citizens are invited to attend this public hearing. Written statements and other exhibits may be submitted to the Umatilla County Court, Umatilla County Courthouse, Pendleton, Oregon 97801, but must be received not later than 10 days after the public hearing.

September 23, Oct. 21, 1971

IN THE_____COURT OF THE
STATE OF OREGON FOR UMATILLA COUNTY

AFFIDAVIT OF
PUBLICATION OF

_____

Equity
Law } No._____

STATE OF OREGON,
County of Umatilla } ss

I, Ina Maestretti being first duly sworn, depose and say that I am the principal clerk of the publisher of the East Oregonian, a newspaper of general circulation, as defined by ORS 193.010 and 193.020; printed and published at Pendleton in the aforesaid county and state; that the Road Hearing Notice

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for 1 successive and consecutive insertion in the following issues:

September 23, , 1971

Ina Maestretti

Subscribed and sworn to before me this 21st day of October 1971

Patricia L. Hurtle
Notary Public of Oregon

Notary Public of Oregon
My Commission expires

Legal Notices

EO-285
ROAD HEARING NOTICE

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September 23, Oct. 21, 1971

EAST OREGONIAN, PENDLETON, ORE.

Filed this ____ day of _____ 19____

IN THE COUNTY COURT OF THE STATE OF OREGON FOR UMATILLA COUNTY

AFFIDAVIT OF PUBLICATION

AFFIDAVIT OF PUBLICATION

STATE OF OREGON, } ss.
COUNTY OF UMATILLA }

I, James Westover being

first duly sworn, depose and say that I am the publisher of THE PENDLETON RECORD, a newspaper of general circulation, as defined by sections 193.010, 193.020 O.R.S.; printed and published at Pendleton in the aforesaid county and state; that

Road Hearing Notice

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for ..... successive and consecutive weeks in the following issues 2 issues

Sept 23 and Oct 21, 1971

James Westover

Subscribed and sworn to before me this 21 day of October 19 71

Opal B. Lemons
Notary Public for Oregon

My commission expires 7 day of August, 19 74

THURSDAY, OCTOBER 21, 1971

ROAD HEARING NOTICE

Umatilla County will conduct a formal corridor-design public hearing on Thursday, October 28, 1971, at 2:00 p.m. in the Jesse Vert Club Room, S. W. Dorion Avenue, Pendleton, Oregon 97801, preceded by an informal information hearing at 10:00 a.m. at this same date and place, for the purpose of discussing the improvement/construction of West Pendleton Interchange Section of the Old Oregon Trail Highway, I-80 North. The proposed project lies partially in the city of Pendleton, Umatilla County, Oregon.

The proposal consists of revising the existing West Pendleton Interchange to provide for a full Diamond Interchange.

Maps and other drawings showing the proposed location and geometric design will be displayed at the public hearing and, together with any other information about the proposed project, will be available for inspection and copying.

Tentative schedules for right-of-way acquisition and construction will be discussed; and information concerning the Relocation Assistance Program will be available.

A statement regarding the environmental effects this proposed project will have on the area will be available at the hearing for review and information.

All interested citizens are invited to attend this public hearing. Written statements and other exhibits may be submitted to the Umatilla County Court, Umatilla County Courthouse, Pendleton, Oregon 97801, but must be received not later than 10 days after the public hearing.

Pub. Sept 23, Oct. 21, 1971.

AFFIDAVIT OF PUBLICATION

STATE OF OREGON, } ss.
COUNTY OF UMATILLA }

I, James H. Lostrom being first duly sworn, depose and say that I am the publisher of THE PENDLETON RECORD, a newspaper of general circulation, as defined by sections 193.010, 193.020 O.R.S.; printed and published at Pendleton in the aforesaid county and state; that

Road Hearing Notice

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for ..... successive and consecutive weeks in the following issues 2 issues

Sept 23 and Oct 21, 1971

James H. Lostrom

Subscribed and sworn to before me this 21 day of October 1971

Daniel B. Lemons
Notary Public for Oregon

My commission expires 7 day of August, 1974

ROAD HEARING NOTICE

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Maps and other drawings showing the proposed location and geometric design will be displayed at the public hearing and, together with any other information about the proposed project, will be available for inspection and copying.

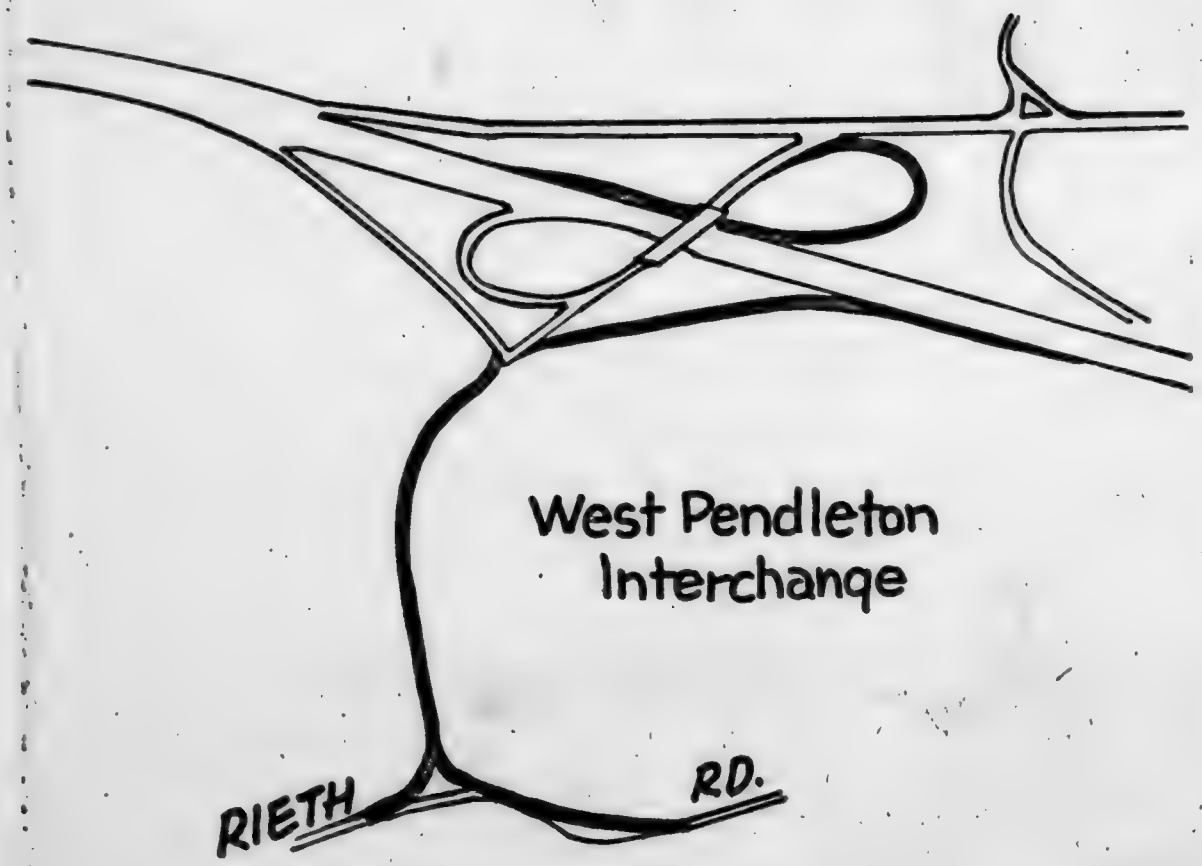
Tentative schedules for right-of-way acquisition and construction will be discussed; and information concerning the Relocation Assistance Program will be available.

A statement regarding the environmental effects this proposed project will have on the area will be available at the hearing for review and information.

All interested citizens are invited to attend this public hearing. Written statements and other exhibits may be submitted to the Umatilla County Court, Umatilla County Courthouse, Pendleton, Oregon 97801, but must be received not later than 10 days after the public hearing.

Pub. Sept 23, Oct. 21, 1971.

Thursday, September 23, 1971



Proposed interchange

THIS drawing shows the proposed changes in the West Pendleton Interchange. The dark lines show the portion that would be added to the present structure.

Hearing scheduled Oct. 28 on west interchange design

A hearing has been scheduled for Oct. 28 on the proposal to change the design of the West Pendleton Interchange of Interstate 80 North.

Umatilla County Judge Chris Lassen will conduct the hearing in the Vert Clubroom.

An informal hearing is scheduled for 10 a.m.-noon and the formal hearing from 2-4:30 p.m.

The goal of the proposed change is to provide better access to the Rieth industrial area.

The present "trumpet" interchange which allows free-flow traffic into Pendleton would be modified to a diamond shape and traffic entering Pendleton would be required to stop, as at other interchanges.

A leg would be constructed to the south to provide access to the industrial area along the Rieth road, which is Old Highway 30.

Present access to the Rieth road is over a narrow, steep road just east of the county road department shops and from an intersection near Eastern Oregon Hospital and Training Center. Neither is satisfactory for large trucks.

Improved access is needed for the Prowler trailer manufacturing plant and for a new facility planned in the area by Pendleton Grain Growers, as well as for truck traffic that serves agribusinesses in the Birch Creek area.

Friday, October 29, 1971

Interchange change supported

Unanimous support was expressed Thursday in a public hearing on the proposed change in the design of the west Pendleton interchange of Interstate 80N.

The purpose of the change is to provide better access to the Rieth industrial area.

Scott Coulter, La Grande, regional engineer for the Oregon Highway Department, said that a construction contract could be let by spring.

The interchange will take on a diamond shape instead of the present free-flow design. A stop will be required for traffic entering Pendleton from the west.

Umatilla County Judge C. E. Lassen conducted the hearing. He said written statements either in support or opposition may be submitted during the next 10 days.

A final decision on whether the change is to be made will come after the full record of the hearing, including statements delivered during the next 10 days, is examined.

The new design calls for a leg to be constructed south from the interchange. This will connect with Old Highway 30, the Rieth road. The project will be financed with Federal Aid to Secondary Roads funds.

New off and on ramps for east and westbound traffic also will be constructed.

As it is now, truck traffic from the Rieth area cannot easily get onto the freeway. The new design will improve truck access.

James Hill Jr., Pendleton, former general manager of Pendleton Grain Growers Inc., said the improved access is vital because the Rieth area contains the only good industrial sites in the immediate vicinity of Pendleton.

Hadley Akins, Pendleton, president of the Port of Umatilla, said Prowler Industries, a travel trailer manufacturer, was promised improved access when it built its plant here three years ago. He said PGG will need improved access to the area for a new seed processing facility, too.

James R. Smith, Athena, said the Johns, Smith and Beamer feedlot, near Rieth, also needs improved access to the freeway, "It's impossible to do a good, safe job of truck driving the way it is," Smith said.

Ernest Lewis, Prowler manager, endorsed the new design. Access to Prowler now is through an old, one-lane underpass. "We've been fortunate we've had no accidents," he said.

Don Cook, PGG manager, said the redesign could solve access problems to the whole Rieth Industrial area. He said PGG plans a liquid fertilizer facility in the area as well as the new seed processing plant. He said PGG's investment in the new facilities will be $700,000-$800,000.

Delbert Mecham, representing the new Rieth Water District, said the new access could open the Rieth area to development.

Otis Elliott, a rancher on Birch Creek, said, "We are small farmers but we have the same problem" with truck traffic.

Al Girards, assistant city engineer for Pendleton, reported that the Pendleton City Council has expressed support for the change.

Other testimony in support of the change came from trucker Ben Christianson, John Brogoitti, and, in letters, from 16 other businesses and individuals.

(Newspaper Letter)

East Oregonian - Pendleton, Oregon

The Pendleton Record - Pendleton, Oregon

Attention: Classified Ads Department

Gentlemen: Attached is Umatilla County's notice to interested parties in or near the ~~XXXXXXXX~~/City of Pendleton, Umatilla County, Oregon, relative to its proposal for the West Pendleton Interchange Section of The Old Oregon Trail Highway, I-80 North. The proposed routing is approximately as shown shaded on the attached map.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, September 23, 1971, and Thursday, October 21, 1971. Please submit your billing in triplicate to the Umatilla County Court, Courthouse, Pendleton, Ore. and attach one copy of an affidavit of publication for each date of publication.

This notice will be of interest to those who are affected by the plan, some of whom may not read your classified columns. It would be appreciated, therefore, if you will print a news item in the proper place in your newspaper advising where the official notice may be read.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you.

Vty,

UMATILLA COUNTY COURT

S/ C E Lawrence
County Judge

S/ Ray Rees
County Commissioner

S/ Raymond Lovas
County Commissioner

Att: Notice - Map -

cc:
County & City Dept.
Kleboe-Young-Hall
FHWA-Coulter-Wolfe

RECEIVED
COUNTY & CITY SECTION
SEP 23 1971
☑ ENGR. ☑ CONR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

ROAD HEARING NOTICE

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The proposed project lies partially in/~~xxxx~~ the city/~~xxxxxxxx~~ of Pendleton, Umatilla County, Oregon.

The proposal consists of revising the existing West Pendleton Interchange to provide for a full Diamond Interchange.

Maps and other drawings showing the proposed location and geometric design will be displayed at the public hearing and, together with any other information about the proposed project, will be available for inspection and copying.

Tentative schedules for right-of-way acquisition and construction will be discussed; and information concerning the Relocation Assistance Program will be available.

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All interested citizens are invited to attend this public hearing. Written statements and other exhibits may be submitted to the Umatilla County Court, Umatilla County Courthouse, Pendleton, Oregon 97801, but must be received not later than 10 days after the public hearing.

RECEIVED
JUL 19 1971
FOR FILING

Salem, Oregon
July 16, 1971

Mr. H. S. Cox
County-City Engineer
Building

Attention: D. N. Harwell

Hearing Publication Maps
West Pendleton Interchange Sec.
Old Oregon Trail Hwy. (I-80N)
Umatilla County

Enclosed find the hearing maps for the subject section which has been approved by the Administration.

Please take steps to set up this hearing or determine if one will be required.

L. H. Young
Program and Planning Engineer

BLG:js

Attachment

cc: R. L. Porter (Attachment)
Tom Edwards " "
F. B. Klaboe " "
V. D. Wolfe " "
A. E. Johnson " "
D. H. Moehring " "
M. R. Mitchell " "
R. E. Royer " "
Frank Hall " "
W. H. Tebeau " "
R. E. Keys " "
R. N. Chase " "
J. J. Earley (25 maps)

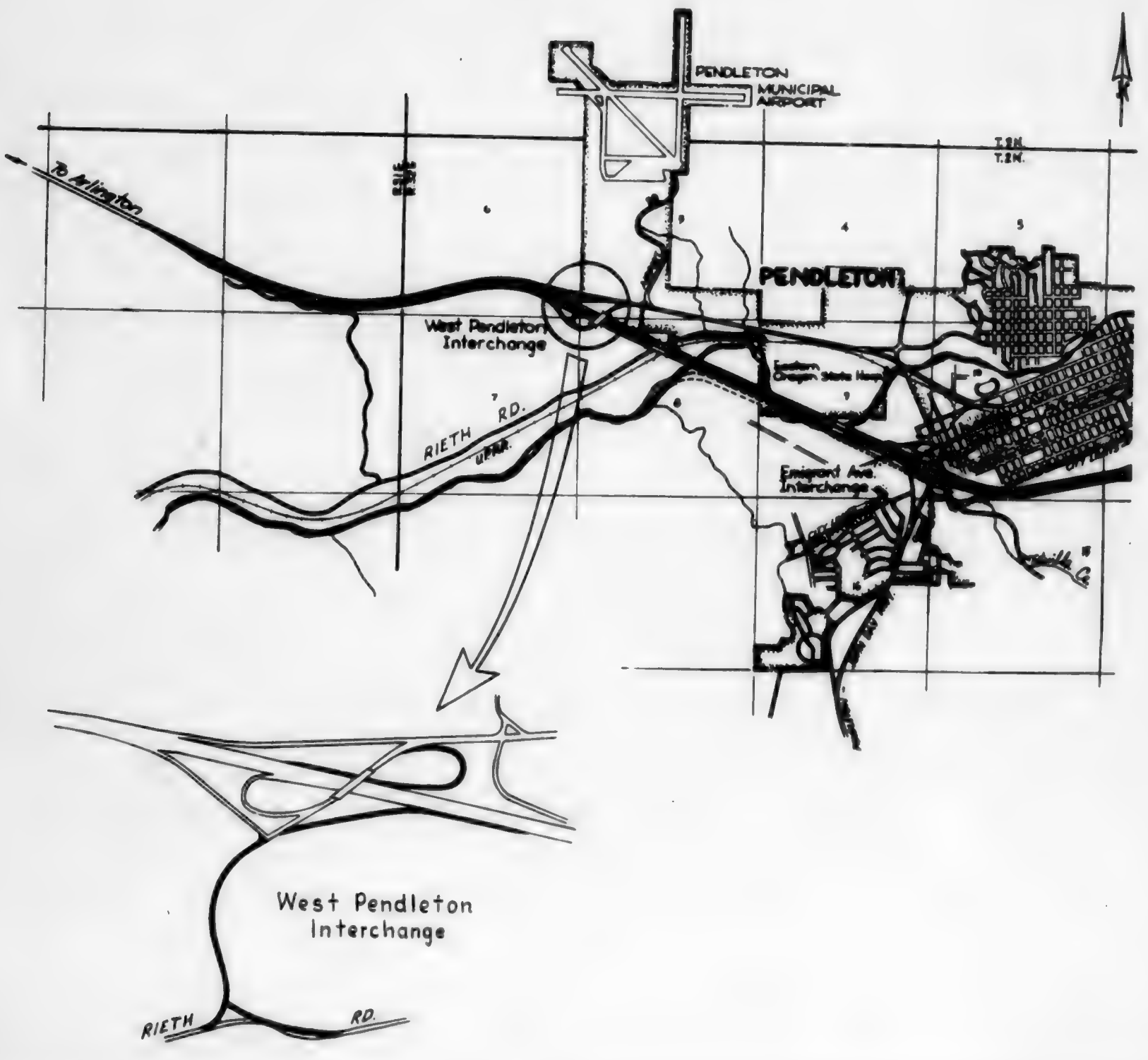
OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

WEST PENDLETON INTERCHANGE

OLD OREGON TRAIL HIGHWAY (I-80N)

UMATILLA COUNTY



RECEIVED
MAR 20 1972

FORM 734 (REV. 10-68)

7764

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

March 16, 1972

SUBJECT: West Pendleton Interchange
Rieth Road, FAS 470
Umatilla County

To: Mr. F. B. Klaboe
Deputy State Highway Engineer

B U I L D I N G

Attached for your signature are two copies of a hearing certification required by Section 128, Title 23, U.S.C. We have on file copies of Umatilla County's hearing notices and a transcript of the location-design hearing held on October 28, 1971.

If approved, will you please return a signed certification to this office for further distribution.

H. S. Cox
County and City Engineer

By

Robert H. Prange
Rural Engineer

RHP:ljt
Att.

cc: George Baldwin
Tom Edwards
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. H. Young
Victor Wolfe
F. L. Hall
R. N. Chase

RECEIVED
MAR 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

SP*52478-734

MEMORANDUM TO FILE

Re: Location-Design Hearing

West Pendleton Interchange
Rieth Road, FAS 470
Umatilla County

I certify that a location-design hearing was held on October 28, 1971 by the Umatilla County road officials relative to the proposed project on the West Pendleton Interchange Section, FAS 470, in Umatilla County.

I further certify that the Highway Division, with Umatilla County, has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

By _____
Deputy State Highway Engineer

Date _____

RHP:ljt
3/16/72

#7764

February 18, 1972

EAST OREGONIAN
RECORD

Pendleton, Oregon 97801

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in or near the City of Pendleton, Umatilla County, Oregon, relative to the proposed reconstruction of the West Pendleton Interchange.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, February 24, 1972, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication for the date of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. W. E. Schwartz, Regional Engineer in La Grande, 963-3177.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:ljt
Att: Notice

cc: Federal Highway Administration
Programing Section
Planning Section
Accounting (530-1498-980)
County and City Section
Public Affairs
W. E. Schwartz, Regional Engineer
George M. Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
V. D. Wolfe
L. H. Young
F. L. Hall
R. N. Chase
B. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Umatilla County Court, after study of the engineering, environmental, and socio-economic aspects, has requested the Oregon State Highway Division's location and design approval of the West Pendleton Interchange Section in Umatilla County, Oregon.

The proposal consists of reconstructing the West Pendleton Interchange by adding ramps, revising existing ramps to a diamond-type pattern, and providing a connection to a proposed county road.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

RHP:ljt
2/18/72

EAST OREGONIAN, Pendleton
RECORD, Pendleton

RECEIVED
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 28, 1972

In reply refer to: 10-35-EC

7764

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-578(-)
West Pendleton Interchange-Reith Road
Final Environmental Statement

The subject final environmental statement has been reviewed and accepted by the Office of the Secretary of Transportation and CEQ was furnished the final environmental Statement on January 19, 1972.

The project can be advanced in the normal manner on February 21, 1972.

Copies of the final environmental statement should be available for public inspection as set forth in Paragraph 61(1) of PPM 90-1.

Alexander Young

NOTED
TOM LEWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 1

FORM F-30 (12-67)
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1972

7764

SUBJECT: Environmental Statements

To: Mr. Tom Edwards
State Highway Engineer

This is in reference to the December 13 letter from the Pendleton Chamber of Commerce expressing their concern in not being invited to comment on an environmental statement.

Earlier environmental statements contained two distribution lists: one list for those agencies and groups that were informed of the public hearing, the other to those agencies that were furnished copies of the environmental statement. Recently the FHWA indicated that the hearing announcement list was not needed in the environmental statement and has been deleted from our current statements.

The distribution of impact statements is made primarily to governmental agencies by direct mailing, and to the local news media which advises that an impact statement is available. It does not appear to be advisable to include nongovernmental groups in the distribution of impact statements. We will, however, provide the statements upon request.

No I dont agree furnish to all parties

L. H. Young
Programing Engineer

LHY:bb

cc: E. B. Klaboe

Prog Lit
L Young
1-12-72

See my letter to Chamber dated 12-20-71

RECEIVED
JAN 12

Letter Received Engineer Tom Edwards

RECEIVED
DEC 21 1971
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

FOR FILE

7764

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 20, 1971

In reply refer to: 08-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-578(-)
Pendleton Interchange-Reith Road
Oregon Project F-142(-)
Wells Creek-Jack Creek Section
Final Environmental Impact Statement

Attached are single copies of the fully signed title sheets for the Final Environmental Impact Statements for Oregon Project S-578(-), West Pendleton Interchange - Reith Road and for F-142(-), Wells Creek - Jack Creek Section of the Umpqua Highway.

The required number of copies is being forwarded to our Office of Environmental Policy for further distribution. According to PPM 90-1 Appendix E Page E-6, Paragraph 6, the Summary Sheet should indicate the date the draft statement was made available to CEQ and the public. Accordingly the dates on all copies of these statements have been changed to July 29, 1971.

Enclosure

12-23-71
REFERRED TO
BY ASST. STATE HWY. ENGR.

RECEIVED
DEC 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

NOT OFFICIAL - SUBJECT TO APPROVAL
BY U. S. DEPARTMENT OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Prepared by

Oregon State Highway Division

FINAL

Environmental Impact Statement

ADMINISTRATIVE ACTION

for

WEST PENDLETON INTERCHANGE
INTERSTATE 80N
UMATILLA COUNTY

A proposed Interchange Revision.

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(C)
PUBLIC LAW 91-190

11/22/71
Date

T. K. Klaue
Assistant State Highway Engineer

REVIEWED FOR CONTENT AND ACCEPTED BY THE FHWA

DEC 14 1971
Date

L. E. Gilbertson for
Ralph M. Phillips
FHWA Regional Administrator

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Summary Of

FINAL ENVIRONMENTAL IMPACT STATEMENT

(Pursuant to Section 102.(2)(c), P.L. 91-190)

Prepared by
OREGON STATE HIGHWAY DIVISION
Program & Planning Section

WEST PENDLETON INTERCHANGE
INTERSTATE 80N
UMATILLA COUNTY

1. **Administrative action.**

2. **Reconstruction of the West Pendleton Interchange to accommodate the proposed county road that will connect Rieth Road (FAS 470) with the interchange.**

3. **A major impact will be the long-range economic development of the Rieth Road area which is serviced by the new road and reconstructed interchange. This includes development by commercial and industrial enterprises. Another impact is the disruption of open land adjacent to the freeway and interchange.**

4. **One alternative is improving Rieth Road and its intersection with US 30. Another alternative leaves the present system "as is". Neither alternative would solve the problem of circuitous access to I-80N from Rieth Road, nor would they promote long-range economic development of the Rieth Road area. Both alternatives would have minimal ecological and visual impact.**

5. a. The following agencies were invited to comment on the draft statement:

Oregon Fish Commission
Oregon State Dept. of Forestry
Oregon Game Commission
Oregon Dept. of Geology and Mineral Industries
Oregon Dept. of Transportation
District 12 Council of Governments
Oregon Environmental Council
United States Dept. of Agriculture
United States Dept. of Housing
United States Dept. of Interior
Federal Aviation Administration
Bureau of Sport Fisheries and Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency
Bureau of Outdoor Recreation

5. b. The following agencies responded to the draft statement (copies attached):

National Park Service
Oregon State University Research and Extension Center
Corps of Engineers
Oregon State Executive Dept.
Environmental Protection Agency
United States Dept. of Transportation
Bureau of Outdoor Recreation
State of Oregon A-95 Review

6. Date draft statement was made available to FHWA and the public:

August 16, 1971.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ENVIRONMENTAL IMPACT STATEMENT

(Pursuant to Section 102.(2)(c), P.L. 91-190)

Prepared by
OREGON STATE HIGHWAY DIVISION
Program & Planning Section

WEST PENDLETON INTERCHANGE
I-80N
UMATILLA COUNTY

DESCRIPTION AND PURPOSE OF PROPOSAL

The proposed project is the reconstruction of the West Pendleton Interchange to accommodate a proposed county road. This involves revising the present free-flowing eastbound ramp into Pendleton to a standard diamond-type ramp with a stop condition at the crossroad in order to allow for the introduction of the new county roadway. New ramps, both eastbound and westbound, are proposed as part of the revision.

County and city governments requested the interchange revision. The new design will allow the county to provide adequate service to existing or future industries having frontage on Rieth Road. It is one solution to the existing poor connection of Rieth Road to U.S. 30 and its lack of a direct connection to I-80N (see attached sketch map).

Pendleton, a city of 13,000 population, is the dominant feature of the area. Several industries are located here including lumber, agriculture, and textiles. Once each year Pendleton hosts the Pendleton Roundup, one of the largest rodeos in the west, which stimulates the local tourist industry.

West Pendleton Interchange as constructed. Looking East.

The Umatilla River which bisects the massive basaltic Deschutes-Umatilla Plateau formed the valley in which Pendleton is situated. The interchange west of the city lies on the plateau above the river. The basalts of the plateau have weathered to form a soil that is stable but will erode when directly exposed to wind or water. Grass is slow to develop on the freshly worked slopes because of a semi-arid climate. Mean temperatures range from a high of 89° to a low of 25°. The annual average precipitation is 13 inches. The climate can be quite harsh at times and the area supports only sparse native vegetation.

Present land use in the immediate vicinity of the interchange includes range and wheat production. The municipal airport lies north of the interchange and the area on the south along Rieth Road is zoned for industrial development. There is no other extensive use in the immediate vicinity of the interchange.

Parts of the existing road system that will be affected by the proposed construction are I-80N, U.S. 30, and Rieth Road. I-80N runs in a general east-west direction through Pendleton and serves northeastern Oregon with a four-lane freeway facility. U.S. 30 has been replaced by I-80N as the main facility and carries only traffic in and out of Pendleton. Rieth Road is a minor county road carrying 300 - 600 vehicles daily; it intersects U.S. 30 westerly of Pendleton. The Union Pacific Railroad mainline parallels Rieth Road and is the primary rail service in the area. The tracks cause a problem of access for industries locating on the south side of the road. Pendleton Airport north of I-80N is serviced directly by the interchange and Airport Road.

Bicycle trails are not proposed for this project for the reason covered in subsection 2(b) of Section 2, Chapter 366 of Oregon Revised Statutes which states: "cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

PROBABLE IMPACT OF PROJECT ON ENVIRONMENT

Citizen involvement in the proposal has been extensive. In the original design of the West Pendleton Interchange (I-80N), there had been interest by some business and commercial enterprises in favor of the proposed facility. Objections were instrumental in the development of the existing free flow interchange. The present

proposal marks continuing efforts of business and commercial enterprises to obtain satisfactory road service to property along Rieth Road. There may be renewed community debate over the desirability of the project as various economic groups have conflicting interests in this area.

Local industrial growth will have a definite impact on land use in the area. The proposed county road connection would be beneficial to the introduction of almost any new industry along Rieth Road. With access, open areas may be offered as potential commercial and industrial sites. The possible construction of restaurants, gas stations and motels in the vicinity of the interchange and proposed county road may have an adverse economic impact on the travel-oriented businesses in the Pendleton central business district.

The diamond type ramp will interrupt the present free flow traffic pattern from the freeway into Pendleton and will delay the motorist. Even though delays are short they may be undesirable during the Pendleton Roundup which attracts many people from western Oregon. Alternate interchanges exist if the West Pendleton Interchange proves inconvenient. The proposed project will improve the local transportation network and provide improved access and mobility to the Rieth Road area.

The proposed project does not include any area or affect the use of a park, wildlife refuge, game management area, public owned recreation facility or historic entity listed in the National Register of Historic Places.

PROBABLE ADVERSE ENVIRONMENTAL EFFECTS

There will be a minor adverse visual impact as the continuity of the present open lands is disrupted by the proposed county road. A secondary impact of the road is to section off a portion of land, thus making it less useful for wheat production. Sur-

face erosion by wind and water is likely to be a problem until the area disturbed by construction can be stabilized with grass.

ALTERNATIVES AND REASON FOR PROJECT SELECTION

Two alternatives leave the present interchange intact. Although these solutions would better serve some interests of the community, they would not solve the problem of circuitous access from Rieth Road to I-80N. One alternative is improving the existing county road and its intersection with US 30. This would not open up new land along the proposed county road. The other alternative is to leave the present road system "as is".

The present proposal was requested by county and city officials and designed in accordance with the request.

PROBLEMS AND OBJECTIONS RAISED BY OTHER AGENCIES

A public hearing was held in Pendleton October 28, 1971. Truckers, farmers and other businesses represented at the hearing were in support of this project. There was no opposition to the project.

The Regional Environmental Committee of Federal Highway Administration inquired to the extent of relocation of individuals and businesses. There will be none in the required right of way.

Other groups and agencies, including State Clearinghouse (A-95) reviewed and approved the Draft Statement (see attached correspondence).

RELATIONSHIP BETWEEN SHORT TERM USE AND LONG TERM PRODUCTIVITY

The immediate effect will be the decrease of travel distance for grain trucks and general traffic serving the Rieth Road area. Long-term effects will be the potential development of frontage on the new county road and industrial in-

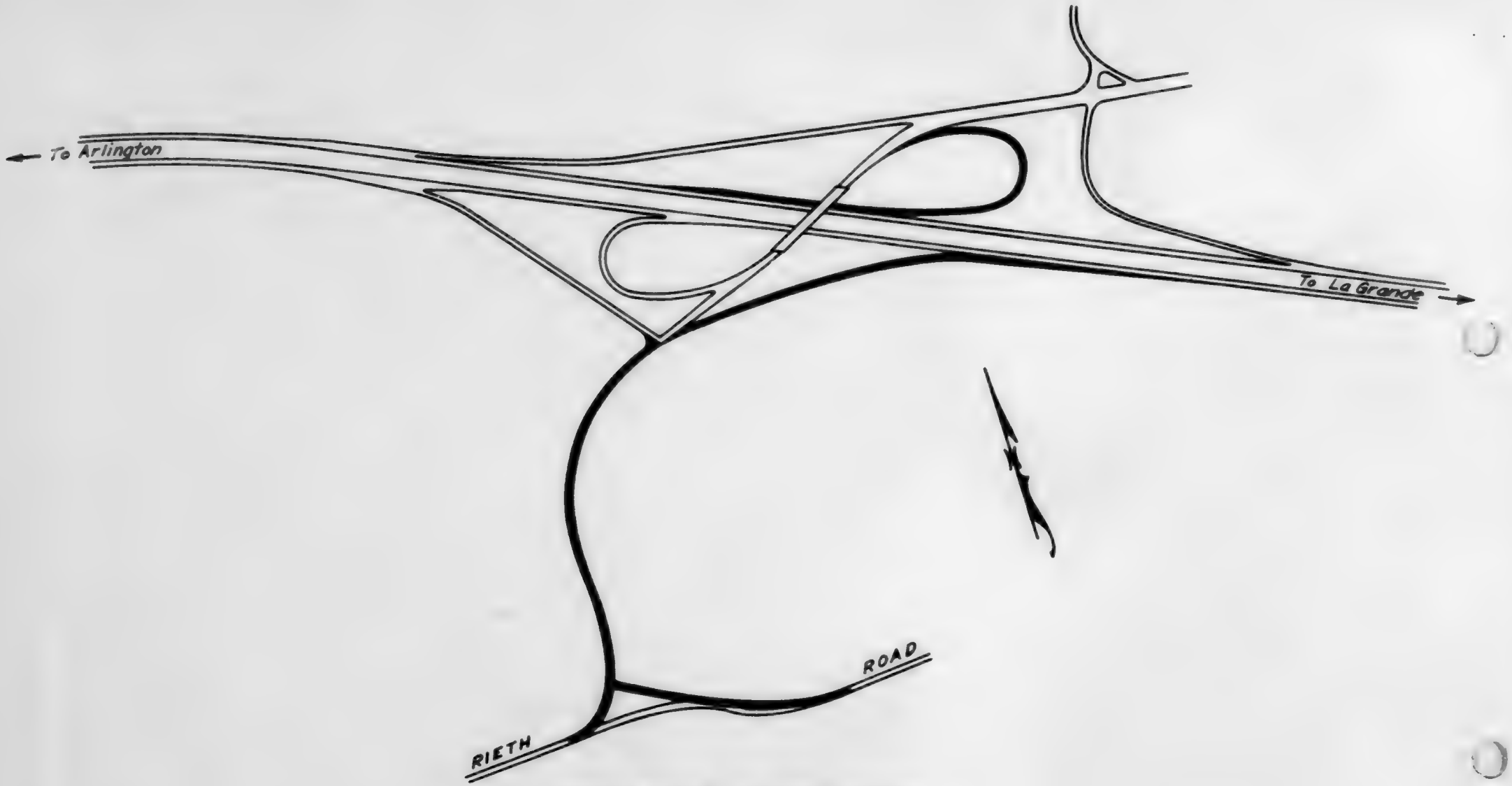
terests on Rieth Road. Downtown commercial development may be affected if restaurants, motels and gas stations develop in the vicinity of the project. Long-term productivity of the area would be increased if frontage along Rieth Road were utilized for industrial and commercial development.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

There will be a permanent commitment of materials to construction for the life of the project, but total impact cannot be evaluated until a final design is made. Human resources and public funds will also be committed and therefore unavailable for other uses. Some productive wheatland will be lost, and the total amount of actual open space will be reduced because of right-of-way encroachment. The visual disruption by the proposed county road will reduce the total perception of open space.

STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

Borrow material is available from the Percy Jellum Quarry which is in existence and further development will not have an appreciable adverse effect. All roadway and interchange slopes will be contour graded, mulched and seeded. The landscaping will be compatible with existing planted areas.



OREGON STATE HIGHWAY DIVISION

Sketch Map

WEST PENDLETON INTERCHANGE

(PROPOSED REVISION)

OLD OREGON TRAIL HIGHWAY (I-80N)

UMATILLA COUNTY

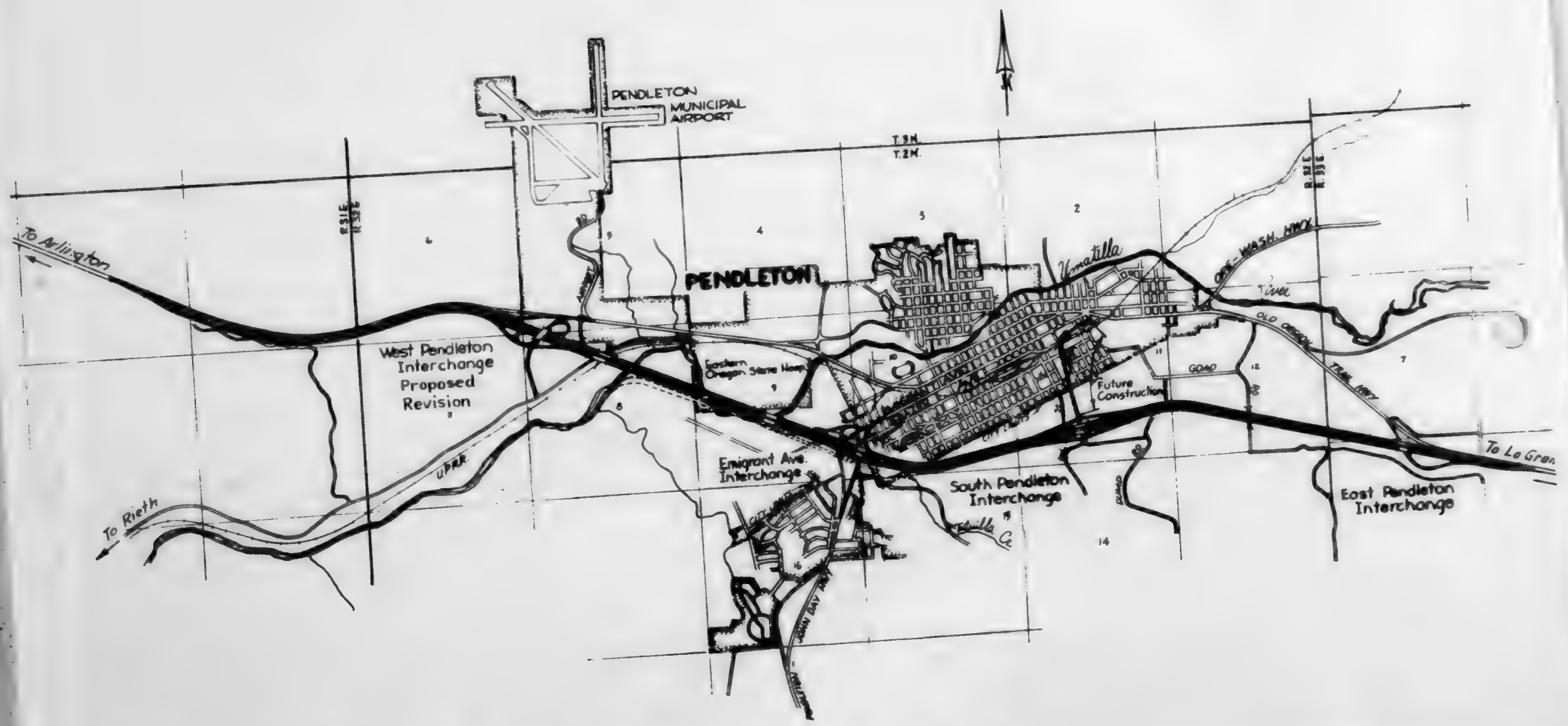
OREGON STATE HIGHWAY DIVISION

Sketch Map

PENDLETON SECTION

OLD OREGON TRAIL HIGHWAY (I-80N)

UMATILLA COUNTY



DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWEN-PL

20 September 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

Your letter dated 16 August 1971, transmitting a draft copy of the West Pendleton Interchange Environmental Statement, has been forwarded by the Portland District office for our reply.

The proposed interchange reconstruction will not affect major surface drainage patterns or other water resource aspects in the West Pendleton area. The flood plain of the Umatilla River near the interchange project is south of Rieth Road and south of the Union Pacific Railroad. As long as any roadside development, which may be generated as a result of the interchange revision, remains north of the railroad, it will have minimal long-term flood damage potential.

The opportunity to review the environmental statement is appreciated.

Sincerely yours,

H. L. DRAKE
Chief, Engineering Division

cc: September 28, 1971
R.E. Simpson, FHWA
F.L. Hall
W.H. Tebeau
H.S. Cox
B.L. Gifford
H.S. Coulter
H.W. Oswald

NOTED
G. A. POTTER

9-24-71
RETURNED TO
Young
...ST. STATE ... ENGR

NOTED
S. J. COUPER

NOTED
F. B. KLABOE

NOTED
R. D. ASBURRY

RECEIVED
SEP 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
J. A. PANTUSO

RECEIVED
SEP 24 1971
PROGRAM & PLANNING
DIVISION

BEN GIFFORD

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 16, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-578(-)
West Pendleton Interchange Section
Draft Environmental Impact Statement

The Assistant Secretary for Environment and Urban Systems, Department of Transportation, has no comments to offer on the subject draft statement.

9-20-71

NOTED
S. J. COUPER

NOTED
J. A. PANTUSO

NOTED
R. D. ASBURY

NOTED
TOM EDWARDS

NOTED
G. A. POTTER

NOTED
W. H. TEBEAU

RECEIVED
SEP 20 1971
PROGRAM & PLANNING
DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

September 13, 1971

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: West Pendleton Interchange
Interstate 80 N
PNRS #71.0382

Dear Mr. Porter:

We have referred your draft Environmental Impact Statement to the appropriate State agencies. We have also published and distributed your Notice to all State agencies and Councils of Governments.

None of the responding agencies have proposed any significant changes and have approved your draft as submitted.

You may use this letter as evidence of your compliance with Section 102(2)(C) of the National Environmental Policy Act of 1969 (83 Stat. 853), and OMB A-95 (Revised).

Cordially,

Kessler R. Cannon
Assistant to the Governor
Natural Resources

RECEIVED
SEP 15 1971
PROGRAM & PLANNING
DIVISION

NOTED
G. A. POTTER

RECEIVED
SEP 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
J. A. PANTUSO

NOTED
S. J. COUPER

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION

PACIFIC NORTHWEST REGION
1000 SECOND AVENUE
SEATTLE, WASHINGTON 98104

IN REPLY REFER TO:
D36
Ref your West Pendleton Interchange
Interstate 80N
Umatilla County

SEP 10 1971

Mr. R. L. Porter
State Highway Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

The draft environmental statement for the above referenced project, as was received with your letter dated August 16, 1971, has been reviewed by our staff. We know of no public recreation areas, projects, or proposals that would be adversely affected by this highway project. The statement, as it relates to our programs and interests, appears to be adequate.

Sincerely yours,

Maurice H. Lundy

Maurice H. Lundy
Regional Director

NOTED
G. A. POTTER

RECEIVED
SEP 13 1971
PROGRAM & PLANNING
DIVISION

NOTED
J. A. PANTUSO

NOTED
W. H. TEBEAU

Talbot

RECEIVED
SEP 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
S. J. COUPER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 9, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-578(-)
Reith Road (W. Pendleton I-80N Section)
Umatilla County
Draft Environmental Impact Statement

The Regional Environmental Committee has reviewed the draft environmental statement for the subject project. They felt that some estimate of the number of houses or businesses which may be acquired and the extent of relocation of individuals should have been included in the draft statement. This matter should be discussed in the final environmental impact statement.

Other than the above comment the draft statement appears satisfactory. The use of photographs to aid reviewers in visualizing the State's proposal is considered most helpful and informative.

9-14-71

...RED TO
...r. Engr.

...ED
...RY

RECEIVED
SEP 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FBK NOTED
J. A. PANTUSO

RECEIVED
SEP 14 1971
PROGRAM & PLANNING
DIVISION

NOTED
G. A. POTTER

NOTED
W. H. TEBEAU

NOTED
S. J. COUPER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

ENVIRONMENTAL PROTECTION AGENCY

REGION X

1200 SIXTH AVENUE

SEATTLE, WASHINGTON 98101

September 2, 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

We have reviewed the draft environmental impact statement for the West Pendleton Interchange, I-80N, Umatilla County, and have no comments.

Thank you for the opportunity to comment.

Sincerely yours,

Hurlon C. Ray

Hurlon C. Ray, Acting Assistant
Regional Administrator for
Management

NOTED
S. J. COUPER

NOTED
G. A. POTTER

NOTED
W. H. TEBEAU

7-8-71

RECEIVED
SEP 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. D. ASBURRY

NOTED
TOM EDWARDS

NOTED
J. A. PANTUSO

RECEIVED
SEP 9 1971
PROGRAM & PLANNING
DIVISION

United States Department of the Interior

NATIONAL PARK SERVICE
920 N. E. Seventh Avenue
Portland, Oregon 97232

IN REPLY REFER TO:

August 27, 1971

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

We have reviewed the Draft Environmental Statement for the proposed West Pendleton Interchange, Interstate 80N, Umatilla County which was transmitted with your letter of August 16.

We have no comments on this draft.

Sincerely yours,

Daniel F. Burroughs
Chief, Portland Field Office

By: Edwin L. Arnold
Edwin L. Arnold
Acting

NOTED
G. A. POTTER

NOTED
R. D. ASBURY

Tebeau

NOTED
J. A. PANTUSO

RECEIVED
AUG 30 1971
PROGRAM & PLANNING
DIVISION

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
Director

August 24, 1971

R. L. Porter, State Highway Engineer
Department of Transportation
129 Highway Building
Salem, Oregon 97310

Re: West Pen[illegible]ton Interchange (Rieth Road)
PNRS # 71.0360

UMATILLA Co

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially co[illegible]pleted the review of this program as required [illegible] Governor's Directive No. 02-270-20.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

NOTED
S. J. COUPER

Sincerely,

Cleighton Penwell

cc: August 30, 1971
R.E. Simpson, FHWA
F.B. Klaboe
F.L. Hall
D.H. Moehring
W.H. Tebeau
H.S. Cox
B.L. Gifford
R.C. Pool
H.S. Coulter

NOTED
G. A. POTTER

NOTED
W. H. TEBEAU

NOTED
J. A. PANTUSO

RECEIVED
[illegible]

CLEARINGHOUSE REPORT

To be used by all Clearinghouses and Committees.
Please try to complete and send to addressee within one week.

1. Re: [ ] Notice of Intent — OMB Program # _____
   [x] Environmental Impact Statement — Date August 16, 1971
   [ ] Other _____

2. Project:
   Name FAI West Pendleton interchange--Interstate 80N
   Location Pendleton, Oregon
   Applicant Agency Oregon State Highway Division
   Contact L. H. Young — Tel. _____

3. This report is (check one):

   [ ] From County Clearinghouse _____

   To East Central Oregon Association of Counties
   c/o Buzz Banta, Box 370, Pendleton, Oregon 97801

   [x] From East Central Oregon Association of Counties

   To Applicant Agency.

4. Comments:

   ( ) Project has no effect in this area and we have no comment.

   ( ) Project has no adverse effects and we approve.

   ( ) Project has adverse effects and we disapprove. (See explanation below.)

   (x) The Environmental Impact of this project is adequately described in the Statement.

   ( ) The Environmental Impact Statement does not include all the significant effects (see below.)

   ( ) We require more information (see below).

NOTED
S. J. COUPER

NOTED
P. D. ASBURRY

8-23-71

NOTED
TOM EDWARDS

NOTED
J. A. PANTUSO

NOTED
W. H. TEBEAU

RECEIVED
AUG 24 1971
PROGRAM & PLANNING
DIVISION

( ) Further comments: We recommend the successful completion of this project.

5. Signed: Paul M. Jones
Authorized Agent

Date August 19, 1971

For: East Central Oregon Association of Counties
Clearinghouse or Committee

c/o Buzz Banta Box 370, Pendleton, Oregon 97801
Address

Tel. 276-3811 Ext. 422

RECEIVED
AUG 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OSU

COOPERATIVE EXTENSION SERVICE

OREGON STATE UNIVERSITY
~~Room 121, COURTHOUSE~~ Research & Extension Center
~~P. O. Box 1107~~ Box 370
PENDLETON, OREGON 97801

Phone ~~276-7111 Ext. 61~~
276-3811 EXT. 422

August 11, 1971

E Edwards
Klaskanine
Cw. F.L.W
8-16-71

R. L. Porter
State Highway Engineer
Transportation Dept.
129 Highway Bldg.
Salem, Oregon 97310

Dear Mr. Porter:

RE: WEST PENDLETON INTERCHANGE (Rieth Rd.)
Section FAS 470, Umatilla County

I have reviewed your notice of intent with Judge Chriss Lassen of Umatilla County, Judge Rho Bleakman of Grant County, and Judge Paul W. Jones of Morrow County which constitutes a majority of the East Central Oregon Association of Counties. They all concurred in recommending the successful completion of this project.

Very truly yours,

Allan Banta

Allan (Buzz) Banta, Interim Secretary
East Central Oregon Association of Counties

AB:bf

cc: Judge Paul W. Jones
Judge Chris Lassen

August 17, 1971
R. E. Simpson, FHWA
F. L. Hall
O. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. C. Pool
H. S. Coulter

Young 8-16-71

NOTED
G. A. POTTER

RECEIVED
AUG 17 1971
PROGRAM & PLANNING
DIVISION

NOTED
S. J. COUPER

RECEIVED
AUG 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
J. A. PANTUSO

Ben
NOTED
W. H. TEBEAU

BEN GIFFORD

NOTED
R. D. ASBURRY

RECEIVED
DEC 29 1971

FILING
2764

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: West Pendleton Interchange
Highway: F. A. S. 470
County: Umatilla
Prefix: 530-1498

Key: [illegible]
Approx. Length: [illegible]
Sta. [illegible] to Sta. [illegible]
Date: 11-26-71

Mean Truck A.D.T. 88
Traffic Coefficient 8.5
18 kip s. a. per day 78.1

Annual Precipitation 12"+
Frost Penetration 30"+
CBE Total Requirement 25.5"

(1)

Typical Soil

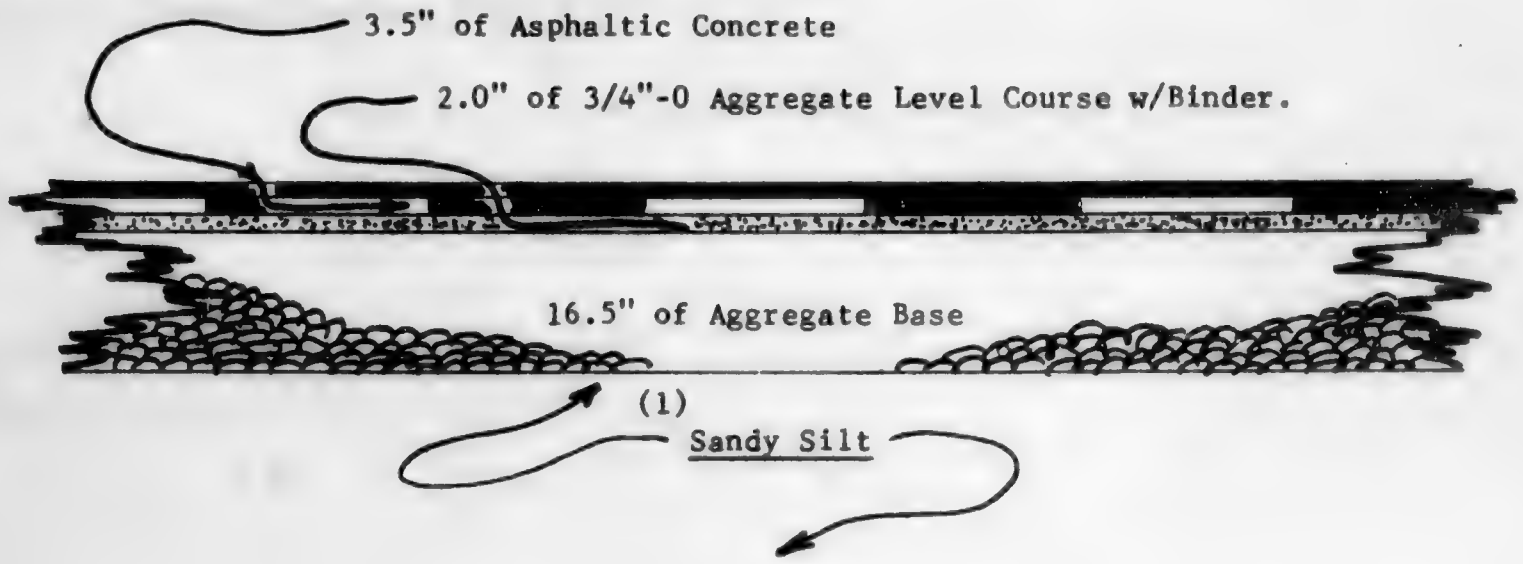
24	LL
0	PI
97	%P 10
78	%P 200
4	% Gravel
4	% C Sand
14	% F Sand
65	% Silt
13	% Clay
15	R Value
A-4	AASHO Classf.

Materials Source:

Commercial sources are available.

Credit	*Actual Thick.*	*Component*
7.0	3.5	A.C. (I.)
2.0	2.0	A.L.
16.5	16.5	A.B.
25.5	22.0	

STRUCTURAL SECTION



Submitted by [signature] Base Design Engineer

Recommended by [signature] Engineer of Materials and Research

Recommended by [signature] Location Engineer

Approved by [signature] Asst. State Highway Engineer

NOTED
F. B. KLABOE

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

SECTION: West Pendleton Interchange

HIGHWAY: F. A. S. 470

COUNTY: Umatilla

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*3/4"-0 Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
7.0 - 8.0	3.5"	2.0"	13.5"	22.5"	19.0"
6.0 - 7.0	3.0"	2.0"	11.5"	19.5"	16.5"
4.8 - 6.0	2.0"	2.0"	10.5"	16.5"	14.5"
Cars Only	2.0"	2.0"	10.5"	12.0"	*14.5"

*Increased to equal approximately one-half the reported depth of frost penetration.

Remarks:

Traffic is based on the heaviest leg in the Interchange.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8"	Aggregate Base
1.0"	Cement Treated Base	= 1.8"	Aggregate Base
1.0"	Oil Mat	= 1.1"	Aggregate Base
1.0"	Aggregate Subbase	= 0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	= 0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: West Pendleton Interchange

HIGHWAY: F. A. S. 470

COUNTY: Umatilla

900 Present ADT (1971)

6 Percent Trucks

AXLES	ONE WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	20	2.2	44	32	900	28,800
3	5	2.2	11	8	2000	16,000
4	0	---	--	--	2500	- - -
5	30	2.2	66	48	6360	305,280
6	0	---	--	--	5140	- - -
				88	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 350,080

TWENTY YEAR EWL 7,001,600

TRAFFIC COEFFICIENT 8.5

SECTION: West Pendleton Interchange

HIGHWAY: F. A. S. 470

COUNTY: Umatilla

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: C.R.P.C.C., Asphaltic Concrete, or Oil.
7. Stage Construction: Not applicable.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration for this project.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: Not a consideration for this project.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers Asphaltic Concrete.
13. Traffic Safety: Not a consideration for this project.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short project revising an Interchange on-off ramps, etc., and the existing legs are asphaltic concrete.

RECEIVED
NOV 30 1971
FOR FILING

Form FHWA-321 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

27664

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 26, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-578(-)
West Pendleton Interchange
Umatilla County

Question has arisen concerning the development of this project since it is to be an FAS project for development of an interchange on the Interstate System.

Preliminary plans for this interchange have been reviewed and approved by this office. Prior to awarding of a contract on this project PS&E documents should be submitted to this office for our review and approval.

Following this approval the project can be carried out in the normal manner under your Secondary Road Plan.

11-30-71
REFERRED TO
Cf - Hall
BY ASST. STATE HWY. ENGR

RECEIVED
NOV 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

SEP 24 1971
FOR FILING
7764

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWEN-PL

20 September 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Klaboe
ou 9 dec
9-24-71

Dear Mr. Porter:

Your letter dated 16 August 1971, transmitting a draft copy of the West Pendleton Interchange Environmental Statement, has been forwarded by the Portland District office for our reply.

The proposed interchange reconstruction will not affect major surface drainage patterns or other water resource aspects in the West Pendleton area. The flood plain of the Umatilla River near the interchange project is south of Rieth Road and south of the Union Pacific Railroad. As long as any roadside development, which may be generated as a result of the interchange revision, remains north of the railroad, it will have minimal long-term flood damage potential.

The opportunity to review the environmental statement is appreciated.

Sincerely yours,

H. L. DRAKE
Chief, Engineering Division

9-24-71
REFERRED TO
Young
Dep. Asst. State Hwy. Engr

NOTED
F. B. KLABOE

RECEIVED
SEP 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 15 1971
FOR FILING

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

September 13, 1971

7764

TOM McCALL
GOVERNOR

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

NOTED
F.B. KLABOE

Re: West Pendleton Interchange
Interstate 80 N
PNRS #71.0382

Dear Mr. Porter:

We have referred your draft Environmental Impact Statement to the appropriate State agencies. We have also published and distributed your Notice to all State agencies and Councils of Governments.

None of the responding agencies have proposed any significant changes and have approved your draft as submitted.

You may use this letter as evidence of your compliance with Section 102(2)(C) of the National Environmental Policy Act of 1969 (83 Stat. 853), and OMB A-95 (Revised).

Cordially,

Kessler R. Cannon
Assistant to the Governor
Natural Resources

young
9-15-71

RECEIVED
SEP 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

10 September 1971

NPWEN-PL
77641

Mr. R. L. Porter
State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

Your letters of 28 July 1971 concerning proposed Federal-Aid projects in LaGrande (LaGrande-Baker Highway), Pendleton (FAS 470), and on Bully Creek (FAS 23-107) have been forwarded by the Portland District for our comments.

We have no comments on your proposed project at LaGrande. On the Pendleton project, we will be making comments on your environmental statement within the next week or two, so I will not make any remarks on that project in this letter.

We do have some interest in structures proposed on Bully Creek. Part of the cost for the Bully Creek reservoir located upstream from your proposed bridge was allocated to flood control. The current regulation scheme, developed in conjunction with the U. S. Bureau of Reclamation, provides for a release of up to 3,000 cfs over a wide range of flood frequencies. It would be very desirable to have your bridge designed to accommodate this flow with adequate freeboard.

The opportunity to comment on these projects is very much appreciated.

Sincerely yours,

H. L. DRAKE
Chief, Engineering Division

RECEIVED
SEP 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

9-14-71
REFERRED TO
[illegible] Engr

NOTED
TOM EDWARDS

RECEIVED
SEP 7 - 1971

9-2-71

PREFIX NO. 530-1498

FOR FILING
7764

LOCATION PROSPECTUS
WEST PENDLETON INTERCHANGE SECTION
FAS 470
UMATILLA COUNTY

HIGHWAY: Reith Road. Federal-aid Secondary No. 470.

TERMINI: At the West Pendleton Interchange of the Old Oregon Trail Highway.

LENGTH: 0.8 mile.

PROGRAM: FAS-C project.

NARRATIVE: This will be a location survey to prepare plans, specifications and cost estimates for construction of a connection between Reith Road and the Old Oregon Trail Highway. Reconnaissance is not necessary. Soils investigations will be conducted. Drainage problems are not anticipated. An economic analysis is not needed at this time. Contractor to maintain detour during construction.

TYPICAL SECTION: Two 12-foot travel lanes with 10-foot shoulders. Connection legs and ramps to vary from 12 feet to 0, with the right shoulder being 10 feet and the left shoulder being 4 feet.

ADD'L FACILITIES: None affected.

MATERIAL: To be located during the survey and referenced to the project.

AGREEMENTS: Routine FAS-C project. County to offer hearing.

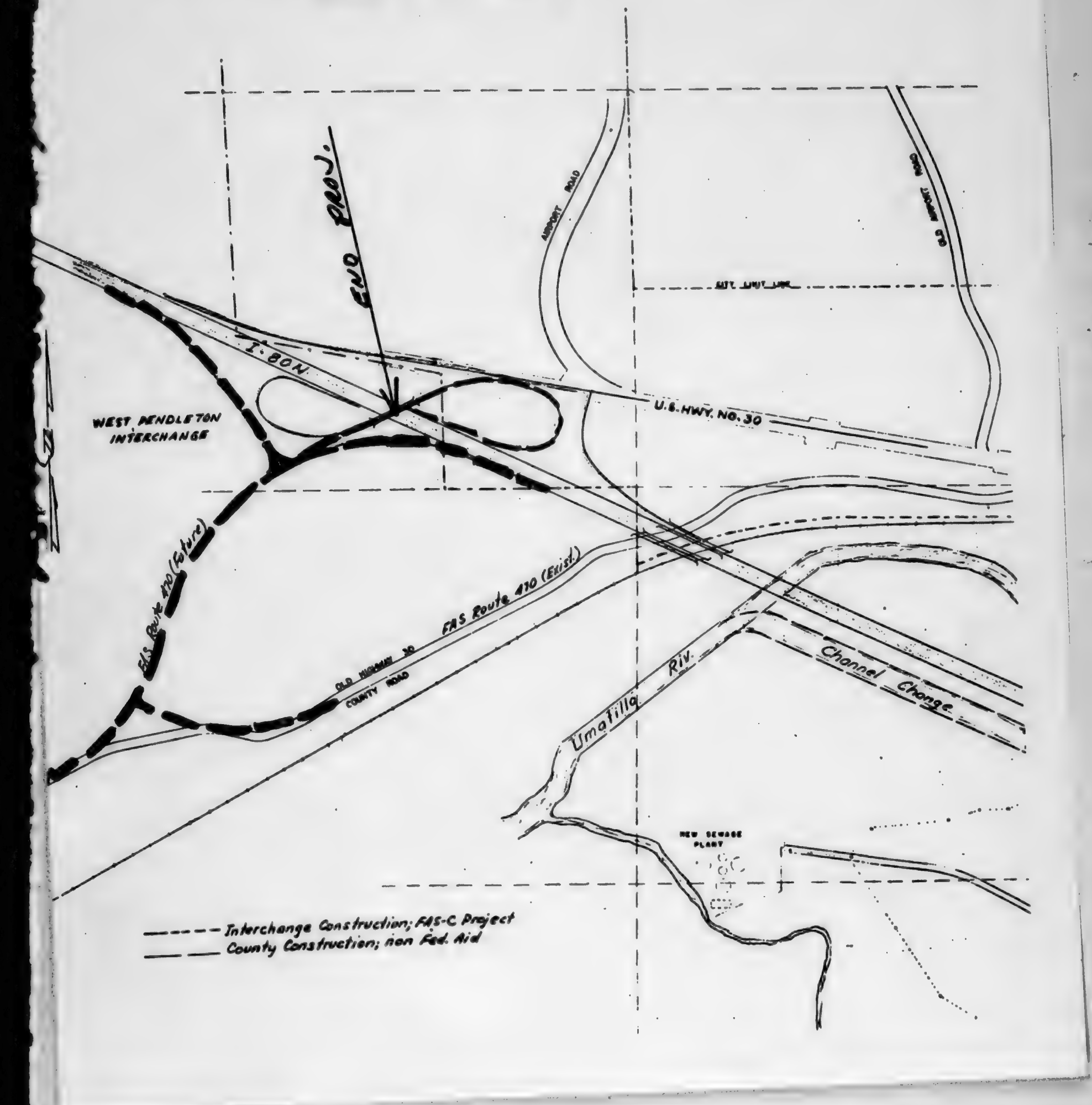
PARKS: None affected.

September 2, 1971
Attachment

cc: Federal Highway Administration (3)
F. B. Klaboe
V. D. Wolfe
F. L. Hall
F. D. Morgan
R. N. Chase
W. N. Hackleman
R. E. Olson
R. E. Royer
F. E. Terpin
H. S. Coulter (3)
A. E. Johnson
R. N. Bothman
I. D. Merchant (4)
L. H. Young
H. S. Cox (2)
V. J. Johnson
R. W. Prentiss
C. G. Swenson
G. C. Wills
R. L. Porter
E. S. Hunter
F. B. Crandall
D. H. Moehring (3)
J. M. Cartwright (2)
B. L. Gifford
A. D. Olson
J. A. Rowland
W. H. Tebeau
F. W. Yarbrough (2)

RECEIVED
SEP 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

W. PENDLETON INTERCHANGE SECT.
Umatilla, County



AUG 2 - 1971
STATE OF OREGON
57764

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
Director

August 24, 1971

R. L. Porter, State Highway Engineer
Department of Transportation
129 Highway Building
Salem, Oregon 97310

Re: West Pendleton Interchange (Rieth Road)
PNRS # 71.0360

UMATILLA Co.

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by Governor's Directive No. 02-270-20.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

cc: August 30, 1971
R.E. Simpson, FHWA
F.B. Klaboe
F.L. Hall
D.H. Moehring
W.H. Tebeau
H.S. Cox
B.L. Gifford
R.C. Pool
H.S. Coulter

RECEIVED
AUG 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 6 1971
PROGRAM & PLANNING
DIVISION

RECEIVED
SEP 7 - 1971
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO :	Mr. R. L. Porter, State Highway Engineer Salem, Oregon
7764	
FROM :	R. E. Simpson, Division Engineer Salem, Oregon

DATE: August 23, 1971

In reply refer to: 08-35.1

SUBJECT: Oregon Project I-80N-5(-)206
Reconstruction of West Pendleton Interchange

Your request of July 1 for revision of the West Pendleton Interchange in order to provide access to the industrial area near the railroad at Reith has been forwarded to our Washington, D.C. office and considered favorably.

Revisions to the interchange are not eligible for FAI funding, but FAS funds may be used. This office would favorably consider an FAS project if presented.

Simpson:nig

8-30-71
REFERRED TO
Jerry - Cy - Hale
By [illegible] State Hwy. Engr.

(NOTE)
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

EXECUTIVE DEPARTMENT
PROGRAM PLANNING DIVISION
FEDERAL AID COORDINATION UNIT
301 Public Service Bldg., Salem, Oregon 97310

Klusha

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING August 20, 1971

Distribution of information relative to these projects has been made to selected state agencies for review. If your agency was not included in the distribution and you desire to examine and comment on any of the proposals, information will be supplied upon request.

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0377	Highway Division	John B. Humpert Park Development $ 300	Mt. Angel	3
		Ebner Park Acquisition $ 1,600	Mt. Angel	3
71.0378	Highway Division	Ventura Park $ 14,500	Multnomah County	2
71.0379	Benton-Linn Economic Opportunity Council	Headstart (Sweet Home and Cascadia) $64,250	Linn County	3
71.0380	HUD-Stanley G. Smith	Cascade Park	Springfield	5
71.0381	HUD-The Quadrant Corp.	Klamath Falls Subdivision	Klamath Falls	11
71.0383	Highway Division	Buffington Memorial Park $ 10,716	Curry County	7
71.0384	Columbia County Community Action Team	Headstart, Full year, half day $ 53,750	Scappoose	2
71.0385	Highway Division	Collins Park Boat Dock $ 9,750	Columbia County	2

RECEIVED
AUG 27 1971

NOTED
TOM EDWARDS

young
8-25-71

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING August 20, 1971

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0386	Highway Division	Stella Olsen Park Tennis Court $ 8,000	Sherwood	2
71.0387	Highway Division	Wennerberg Park Development $ 3,000	Carlton	3
71.0388	Highway Division	Hubbard City Park $ 4,000	Hubbard	3
71.0389	Highway Division	Archery Range Development $ 11,468	Milton-Freewater	12
71.0390	Highway Division	Clackamette Park Restrooms $ 7,500	Oregon City	2
71.0391	Highway Division	Senior Citizens Park Restrooms $ 2,500	Oregon City	2
71.0392	Bly Sanitary District	Sanitary Waste Disposal $337,000	Bly	11
71.0393	Bly Water District	Water Supply System $182,500	Bly	11

REPORT OF ENVIRONMENTAL IMPACT STATEMENT REVIEWS:

71.0382	Highway Division	West Pendleton Interchange Interstate 80N	Pendleton	12

U.S. GSA ANNOUNCEMENT: PROJECT HOME RUN -- Its goal is to avoid waste by returning materiel to the United States for use by Federal and State agencies. After these items have been returned from Southeast Asia to Stockton, California, States may participate through their respective agencies for suplus property. They will be able to select items from either a published catalog or from displays at regional sales centers. The State must reimburse GSA through DHEW for only the costs incurred in returning the materiel to the United States. Since it will be available at approximately 7 to 10 cents on the original dollar, the potential savings could be substantial.

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AUG 26 1971
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STATE OF OREGON

INTEROFFICE MEMO

7761

TO: R. L. Porter, State Highway Engineer

DATE: August 18, 1971

FROM: Program Coordination Unit
301 Public Service Bldg.

SUBJECT: West Pendleton Interchange, Interstate 80 N
Environmental Impact Statement
PNRS #71.0382

We have received your Environmental Impact Statement and assigned the file title and number that appear above. It would be helpful if you would use this reference in any future correspondence on this project.

We have distributed copies of your Notice to the appropriate agencies with a request that they reply by September 8, 1971.

If you have questions or need assistance, please let us know.

WCK:ml

NOTED
TOM EDWARDS

RECEIVED
AUG 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Young 8-19-71

81-125-0019

RECEIVED
AUG 26 1971
FOR FILING

OSU

7764

Phone ~~276-7111 Ext. 61~~
276-3811 EXT. 422

COOPERATIVE EXTENSION SERVICE

OREGON STATE UNIVERSITY
~~Room 121, COURTHOUSE~~ Research & Extension Center
~~P. O. Box 1107~~ Box 370
PENDLETON, OREGON 97801

August 11, 1971

Edwards
Klabou
cy Edw
8-16-71

R. L. Porter
State Highway Engineer
Transportation Dept.
129 Highway Bldg.
Salem, Oregon 97310

Dear Mr. Porter:

RE: WEST PENDLETON INTERCHANGE (Rieth Rd.)
~~Section FAS~~ 470, ~~Umatilla~~ County

I have reviewed your notice of intent with Judge Chriss Lassen of Umatilla County, Judge Rho Bleakman of Grant County, and Judge Paul W. Jones of Morrow County which constitutes a majority of the East Central Oregon Association of Counties. They all concurred in recommending the successful completion of this project.

Very truly yours,

Allan Banta

Allan (Buzz) Banta, Interim Secretary
East Central Oregon Association of Counties

AB:bf

cc: Judge Paul W. Jones
Judge Chris Lassen

Young
8-16-71

RECEIVED
AUG 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
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FOR FILING

United States Department of the Interior

NATIONAL PARK SERVICE
920 N. E. Seventh Avenue
Portland, Oregon 97232

August 2, 1971

IN REPLY REFER TO:
7764

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

We have the Notice of Intent applications to apply for federal-aid assistance on

1. West Pendleton Interchange (Rieth Road) Sec.
   FAS 470, Umatilla

2. Bully Creek (Greenfield Road) Bridge
   FAS 23-107, Malheur County,

3. C.O.I. Canal (Deschutes Sta.) Bridge Sec.
   FAS 325, Deschutes County

We have no comments on these proposals.

Sincerely yours,

Daniel F. Burroughs
Chief, Portland Field Office

By: Edwin L. Arnold
Edwin L. Arnold

cc: August 4, 1971
R. E. Simpson, FHWA
F. B. Klaboe
H. S. Cox

RECEIVED
AUG 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 3 1971
PROGRAM & PLANNING
DIVISION

NOTED
R. D. ASBURRY

BEN GIFFORD

RECEIVED
JUL 30 1971
FOR FILE

7764

July 28, 1971

TO ALL INTERESTED FEDERAL AGENCIES

Gentlemen:

In accord with paragraph 5 of the Federal Highway Administration Policy and Procedure Memorandum 20-8, attached is a Notice of Intent application to apply for federal-aid assistance.

State Administrative District No. 12

Federal-Aid Secondary	West Pendleton Intchge. (Rieth Rd.) Sec. FAS 470, Umatilla County

If your agency needs additional information or wishes to comment on these proposals, please advise the Program and Planning Section, State Highway Division, Salem, Oregon.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

U.S. Dept. of Agriculture
U.S. Dept. of Housing
U.S. Dept. of Interior
Bureau of Outdoor Recreation
Federal Aviation Admin.
Bureau of Sports, Fisheries & Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency

Attachments

BLG:js

cc: R. B. Simpson, FHWA
F. B. Klaboe
R. N. Chase
B. L. Gifford

RECEIVED
JUL 30 1971
FOR FILING

7764

July 28, 1971

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 12

Federal-Aid Secondary — West Pendleton Intchge. (Rieth Rd.) Sec. FAS 470, Umatilla County

The estimated date of filing for federal-aid funds on this project is September 1, 1971. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

BLG:js

cc: R. E. Simpson, FHWA
F. B. Klaboe
E. L. Hall
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
R. C. Pool
H. S. Coulter

RECEIVED
JUL 30 1971
FOR FILING

7764

July 28, 1971

District 12 Council of Governments
c/o Buz Banta, Secretary
Umatilla County Courthouse
Pendleton, Oregon 97801

Gentlemen:

Attached for your review and comments as District clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal-Aid Secondary — West Pendleton Intchge. (Rieth Rd.) Sec. FAS 470, Umatilla County

The estimated date of filing for federal-aid funds on this project is September 1, 1971. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

BLG:js

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
R. C. Pool
H. S. Coulter

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: West Pendleton Intchge. (Rieth Rd.) Sec. FAS 470, Umatilla County

July 28, 1971

FROM: Applicant Agency State Highway Division Salem, Oregon (Address)

Contact Person L. H. Young 6563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes.....No X.....(if "yes", please also submit the information called for on page 3, Notice of Intent)

2. Project Location

Administrative District Twelve (12) City Pendleton

County Umatilla Special District(s) (if applicable)

Other affected jurisdictions/agencies

3. Federal Program

Common Program Name Federal-Aid Secondary (County)

Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Admin. Renewal Application

4. Estimated Project Cost

Federal Share $ 216,000

Loan..... Grant X

Local Applicant Share (Umatilla Co.)
(if any) $ 72,000

State Agency Share $ 72,000

Other (Specify) $ -----

Total $ 360,000

Source of State Agency Share

General Fund $

Other Funds (specify) $ 72,000 Highway

Indirect Cost Reimbursement

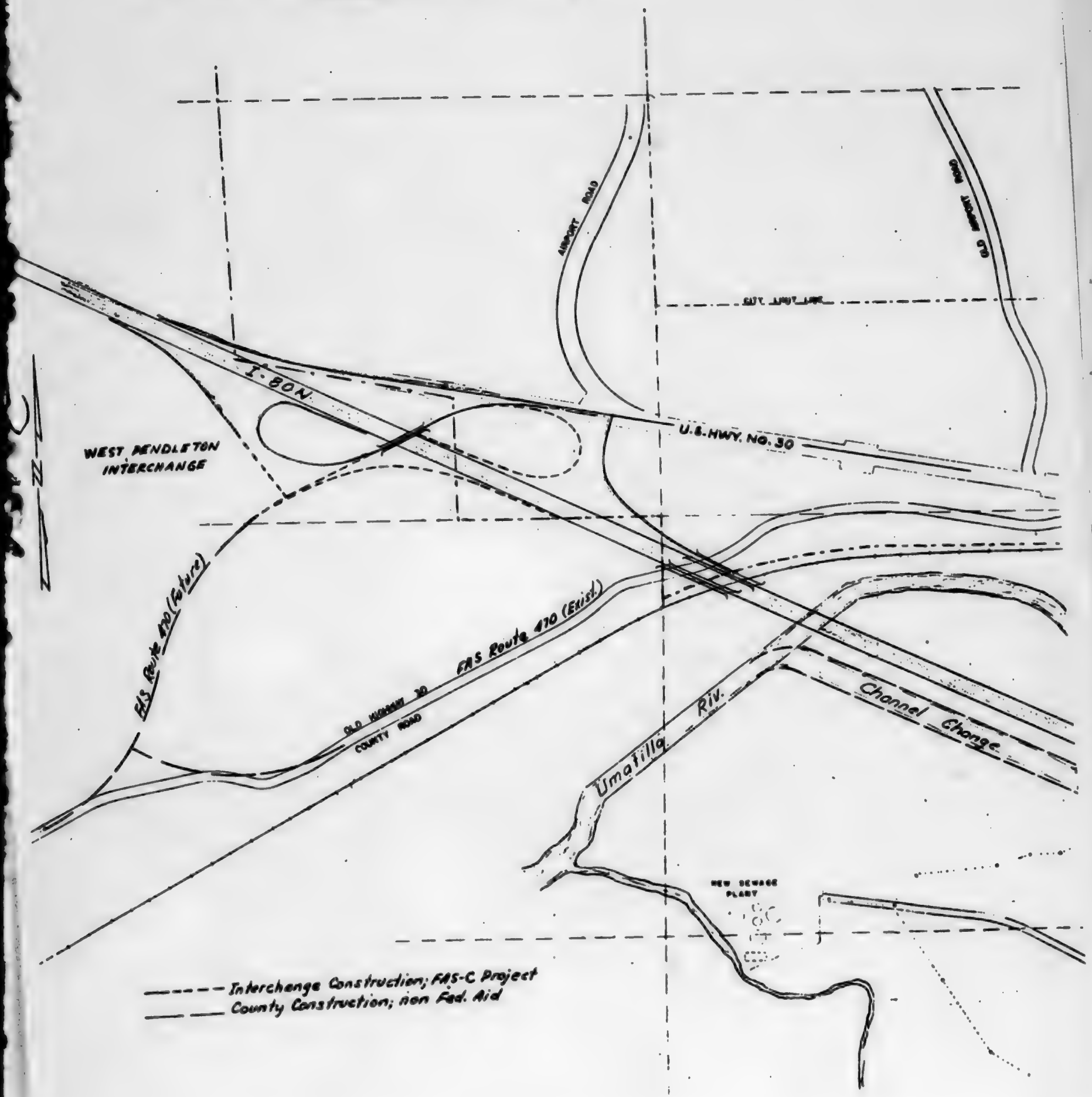
No X..... Yes..... $ (Approx)

Will Federal share change: No X

Yes, from .....% to.....%

When.....

W. PENDLETON INTERCHANGE SECT.
Umatilla, County



NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: West Pendleton Intchge. (Rieth Rd.) Sec. FAS 470, Umatilla County

July 28, 1971

FROM: Applicant Agency State Highway Division — Salem, Oregon (Address)

Contact Person L. H. Young — 6563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No X ..... (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Twelve (12) City Pendleton

County Umatilla Special District(s) (if applicable) .....

Other affected jurisdictions/agencies .....

3. **Federal Program**

Common Program Name Federal-Aid Secondary (County)

Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation — Original Application X

Agency Federal Highway Admin. — Renewal Application .....

---

4. **Estimated Project Cost**

Federal Share $ 216,000
Loan ..... Grant X .....
Local Applicant Share (Umatilla Co.)
(if any) $ 72,000

State Agency Share $ 72,000

Other (Specify) $ -----

Total $ 360,000

Will Federal share change: No X

Yes, from .....% to .....%

When .....

Source of State Agency Share

General Fund $ .....

Other Funds (specify) $ 72,000 Highway

Indirect Cost Reimbursement

No X ..... Yes ..... $ ..... (Approx)

5. **Period Covered by Projects**

Beginning date February 1972
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 12 months

Approximate ending date March 1973

Will renewal be requested? Yes..... No X

6. **Estimated Application Filing Date** September 1, 1971

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

West Pendleton Intchge. (Rieth Rd.) Sec., FAS 470, Umatilla Co.

This project will consist of preliminary engineering, acquisition of right-of-way, grading, paving and incidental work necessary to provide for a connection of the existing county to Interstate 80-N and existing service roads.

Proposed work

Reconstruct the West Pendleton Interchange to provide for a connection between Rieth Road, FAS 470, and U.S. 30 Hwy. and I-80N. Roadway to be 44 feet wide and will have two 12-foot travel lanes and 10-foot shoulders. Connection legs and ramp roadways to vary from 12 feet to 0, with the shoulders on the right side 10 feet in width and those on the left being 4 feet in width. AC paving to be full top width. Contract to include guardrail, detour, construction, and permanent signing, and the seedling and mulching. Additional right-of-way is necessary.

This project is related to the "Goals for a Livable Oregon" by the up-dating and improved orientation and destination of the existing county road.

See attached map for geographical location.

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JUL 20 1971
FOR FILING

7764

July 19, 1971

Oregon State Highway Commission

Gentlemen:

The attached tabulations describe three proposed Federal Aid Secondary projects in Deschutes, Malheur, and Umatilla Counties and a request for the cancellation of a project in Umatilla County.

The project request by Deschutes County is for the construction of a bridge over the C.O.I. Canal near Deschutes Station on FAS 325. The FAS funds required for this project are estimated to be $50,000, of which $10,000 will be the cost to the State.

The request by Malheur County is for a bridge over Bully Creek on Greenfield Road on FAS 23-107. The FAS funds required for this project are estimated to be $75,000, of which $15,000 will be the cost to the State.

Umatilla County is requesting the reconstruction of the West Pendleton Interchange so that FAS 470 will have a better connection to U. S. 30 and I-80N. The County has requested that their share of the cost of the project be made up by transferring the required funds from their Federal allocation to State Highway funds. The FAS funds required for this project are estimated to be $360,000, of which $72,000 will be the cost to the State.

These projects have been investigated and are eligible for the use of FAS funds. The total FAS funds required for these projects is estimated to be $485,000, of which $97,000 will be the cost to the State.

Umatilla County is also requesting the cancellation of the Barth Crossing-U. S. 30 Connection Section of FAS 470. The County is requesting this cancellation because they wish to connect the FAS route to the West Pendleton Interchange to better satisfy the needs of the public.

These items will be on the agenda for the July 27 Commission meeting and I recommend their approval.

Very truly yours,

R. L. Porter
State Highway Engineer

Attach.

cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
L. H. Young
V. E. Skoog
H. S. Cox
J. F. Putnam
H. S. Coulter

HR:ljt fn

PROPOSED FISCAL YEARS 1971 & 1972 COUNTY FAS PROJECTS

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMMED AMOUNT	STATE SHARE
DESCHUTES	325	C.O.I. Canal (Deschutes Station) Bridge Section. Structure, grade, drain, and pave.	$ 50,000	$ 10,000
MALHEUR	23-107	Bully Creek (Greenfield Road) Bridge Section. Structure.	75,000	15,000
UMATILLA	470	West Pendleton Interchange, Rieth Road. (To be 80% Federal funds and 20% State funds for this project.)	360,000	72,000
		TOTAL NEW PROJECTS	$ 485,000	$ 97,000

CANCELLATION OF PREVIOUSLY APPROVED PROJECT

UMATILLA	470	Barth Crossing-U.S. 30 Connection, Rieth Road. (Transfer $9,910 County Federal Aid funds to State Highway funds.)	200,000
		TOTAL CANCELLATION	$ 200,000
		TOTAL	$ 285,000

NOTE: Total Federal funds transferred $9,910.
$9,910 of Federal funds is equal to $17,000 FAS funds.

SUMMARY BY FISCAL YEARS	1971	1972	TOTAL
Allocated funds	$5,067,000	$5,054,000	$10,121,000
Approved Projects (corrected to date)	5,067,000	4,095,000	9,162,000
Unprogrammed Balance	--	959,000	959,000
Projects Proposed 7/14/71	--	285,000	285,000
Transferred FAS Funds	--	17,000	17,000
Unprogrammed Balance	--	$ 657,000	$ 657,000

71-f
7/14/71

UMATILLA COUNTY
Proposed Project

FAS 470: West Pendleton Interchange Section, Rieth Road. Grade, drain, base, and pave. $360,000.

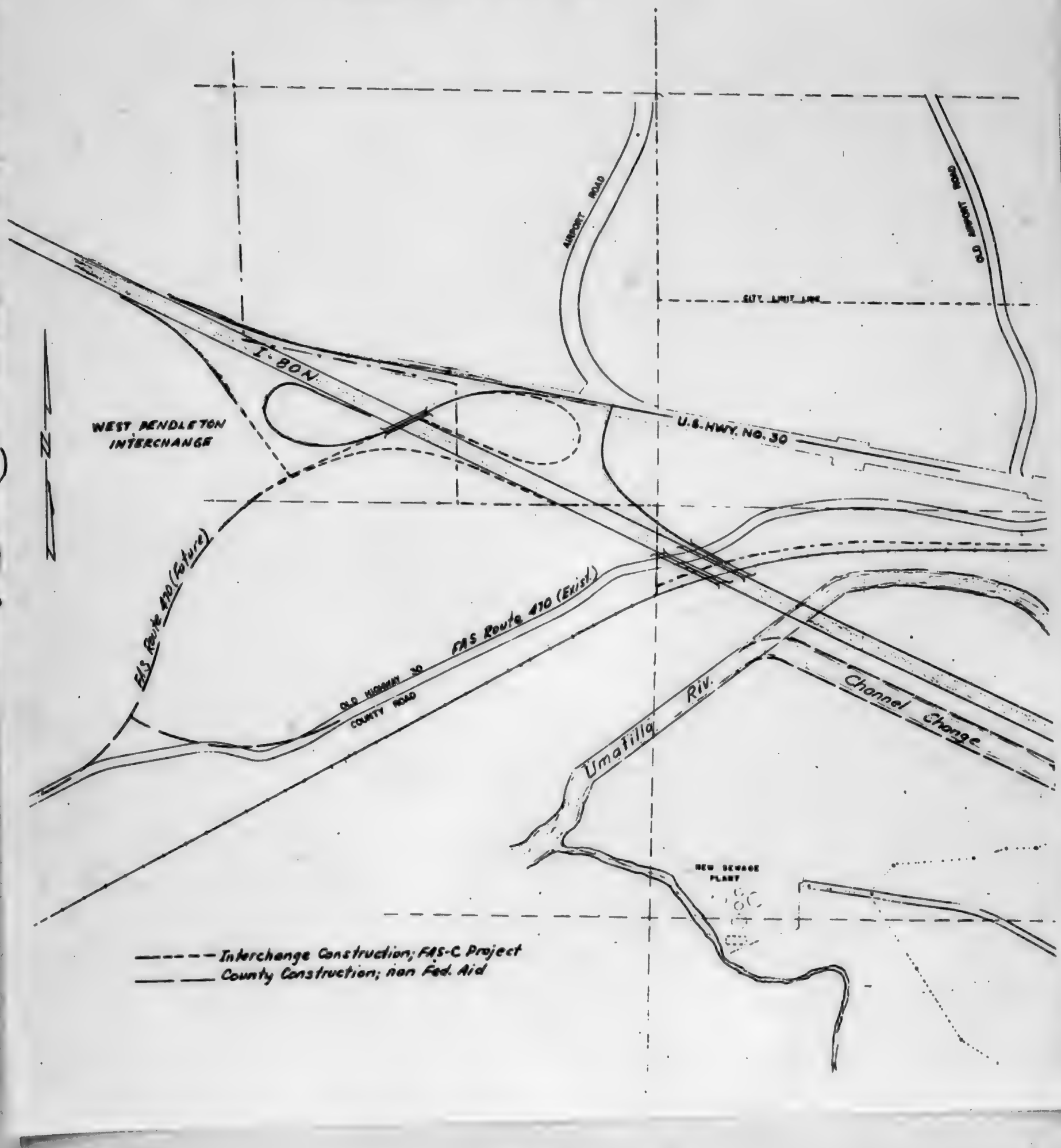
Reconstruct the West Pendleton Interchange to provide for a connection between Rieth Road, FAS 470, and U.S. 30 Hwy. and I-80N. Roadway to be 44 feet wide and will have two 12-foot travel lanes and 10-foot shoulders. Connection legs and ramp roadways to vary from 12 feet to 0, with the shoulders on the right side 10 feet in width and those on the left being 4 feet in width. AC paving to be full top width. Contract to include guardrail, detour, construction, and permanent signing, and the seeding and mulching. Additional right-of-way is necessary.

State to make survey and plans, and monument the centerline.

Hearing is required.

NOTE: County has requested that their share of construction costs be made up by transferring that amount from their Federal Allocation to State Highway funds.

W. PENDLETON INTERCHANGE SECT.
Umatilla, County



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JUL 19 1971
FOR FILING

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
F. L. Hall
L. H. Young

OREGON STATE HIGHWAY DIVISION

R. L. PORTER

7764

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

July 16, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97308

Dear Mr. Simpson:

Attached are four copies of a tabulation covering a minor change in the route terminus of FAS 470 in Umatilla County. This revision has been prepared by the Oregon State Highway Division in cooperation with the local officials and your approval is requested.

The FAS route revision is in conjunction with the proposed reconstruction of the West Pendleton Interchange on I-80N. The interchange will be revised to provide an improved and more convenient access from the Interstate system to the Rieth industrial area. The growth and development of the industrial tracts in this area is dependent on an adequate access route to and from the I-80N freeway. The need for the access facility was the primary factor which motivated both the Umatilla County Court and the Pendleton City Council to approve the revision of the West Pendleton Interchange.

One of the items which was considered in the approval of the interchange revision and its appended Rieth connection was the closure of the existing route at its present easterly terminus with the Pendleton Highway. If this occurs as planned, then FAS 470 would have no physical connection to another Federal Aid route in Pendleton. It then becomes necessary to reroute FAS 470 to bring it to a terminus with FAP 1 and I-80N and thus provide a proper integration of systems. The section of FAS 470 being removed from the system would then become a dead-end industrial service road.

If approved, this Minor Revision Tabulation will remove 2.0 miles, and add 0.5 miles to the system for a net reduction in system mileage of 1.5 miles. FAS 470 will be reduced in mileage from 24.8 to 23.3 miles.

Very truly yours,

R. L. Porter
State Highway Engineer

By

For H. S. Cox
County and City Engineer

RECEIVED

RHP:ljt
Att.

Form E-123

SUPPLEMENTAL TABULATION
Minor Revision 71a

Road Designation FAS Road No.	Road Designation State or Local Road No.	Brief Description of Road and Termini	County	Mileage on State Hwy. System	Mileage on Local System	Total Length
470	Local Road	From I-80N and FAS 462 south of Stanfield	Umatilla	--	23.3	23.3
		southeasterly and easterly via Echo and Rieth				
		to I-80N and FAP 1 in west Pendleton.				

ROUTE DATA

MINOR CHANGE 71a
UMATILLA COUNTY

FAS 470: 23.3 miles (revised); Pendleton River Road (Stanfield-Pendleton Road).

Service: School bus, mail, industrial, commercial, farm-to-market, recreation, residential.

Communities: Echo, Pendleton, Rieth.

Social: Schools, recreation, residential, communities.

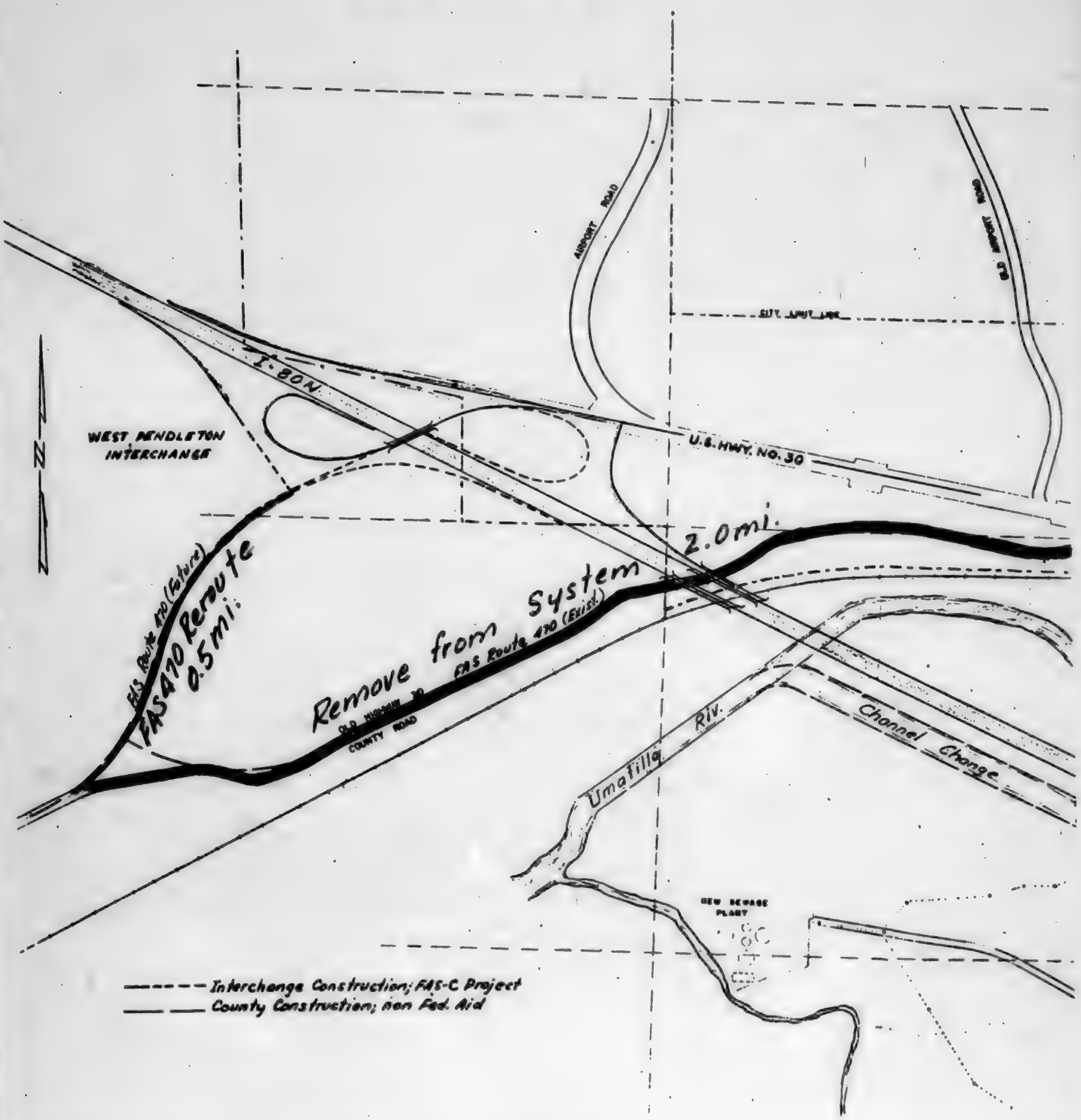
Economic: Commercial, industrial, agriculture (grain and pasture land).

A.D.T. (1970): 80 minimum; 1,050 maximum; projected 1991 ADT on proposed interchange connection 750.

Narrative: FAS 470 is the old highway generally following a narrow valley along the Umatilla River. It serves adjacent farms, communities, railroad shipping points, and industrial sites. Recreational opportunities are offered along the Umatilla River and a U.S. Post Office is located in Rieth. Wheat is the main agricultural product in rolling hills west of Pendleton and pasture lands are located in the lower river bottom areas.

7/16/71

W. PENDLETON INTERCHANGE SECT.
Umatilla, County



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JUL 2 - 1971
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OREGON STATE HIGHWAY DIVISION

7764

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 1, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: West Pendleton Interchange
Old Oregon Trail Highway (I-80N)
Umatilla County

Enclosed is a preliminary layout sheet on a revision to the existing West Pendleton Interchange. This has been requested by Umatilla County in order to provide access to the industrial area along the railroad at Reith. The connecting road will be put on the FAS system if this revision is approved for construction.

Your review and tentative approval of this revision is requested so that a hearing can be held on the proposal. Your early consideration would be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer
By:

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

Enclos.
cc: General Files

ADO:jf

RECEIVED
JUN 28 1971
FOR FILING

7764

Salem, Oregon
June 22, 1971

Tom Edwards
Deputy State Highway Engineer

The Commission, particularly Commissioner Fred Hill, directed that we proceed on revising the West Pendleton Interchange. This should be handled as expeditiously as possible.

R. L. Porter
State Highway Engineer

RLP:fn

cc F. B. Klaboe
Victor D. Wolfe

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JUN 22 1971
FOR FILING

7764

MEMO TO THE FILES

Attn: Mr. F. B. Klaboe
Assistant State Highway Engineer

On June 15, 1971, I attended a Pendleton City Council meeting where the question was discussed by the Council whether to concur in the proposed changes in the West Pendleton Interchange. History of this interchange revamp is as follows:

By letter of February 23, 1971, both County and City requested a re-study of the West Pendleton Interchange. This request was prompted by a meeting held October 13, 1970 between County officials and the writer, and covered by memo dated November 23, 1970.

February 25, 1971, an additional meeting between County, City, and State representatives was held and ground rules were reiterated. This meeting was described in memo to the files dated March 25, 1971.

The next communication with County occurred April 27, 1971 via letter, a copy of which was sent to Klaboe, Coulter, and Enbysk.

Action by the City Council meeting of June 15, 1971 is covered in their letter to the Umatilla County Court, a copy of which is attached.

This office has requested Urban Design to perfect the West Pendleton Interchange design sufficiently to obtain FHWA approval, after which approval by the County Court and City Council will be obtained. This will then clear the way for official application for the project, hearing, right-of-way purchase, and all attending functions necessary prior to actual construction.

H. S. Cox
County and City Engineer

HSC:ljt
Att.

cc: Tom Edwards
L. H. Young
Frank Hall
Adrian Olson
H. S. Coulter

RECEIVED
JUN 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

June 16, 1971

Umatilla County Court
County Court House
Pendleton, Oregon

Gentlemen:

At its regular business meeting on June 15, 1971, the Pendleton City Council unanimously voted in favor of redesigning the West Pendleton interchange to accommodate traffic flow to and from Rieth and the Rieth industrial area as illustrated on the attached drawing as Alternate "A".

The City Council respectfully requests the Umatilla County Court to officially request the Oregon State Highway Commission to redesign and structurally alter said interchange accordingly.

It is the City Council's understanding that after receiving such a request the Oregon State Highway Commission will cause a public hearing to be held on the proposed redesign.

Sincerely yours,

Rudy R. Enbysk
City Manager

RRE:dpm

cc: Mayor Eddie O. Knopp
Cy Cox, State Highway Commission

NOTED
H. S. COX

FOR FILING

OREGON STATE HIGHWAY DIVISION

7764

HIGHWAY BUILDING • SALEM, OREGON • 97310

4-27-71

Hon. C. E. Lassen
Umatilla County Judge
Courthouse
Pendleton, Oregon 97801

Dear Judge:

Under separate cover you are being sent nine copies of revised plan "D" for the West Pendleton Interchange. Please consider these plans as a general scheme, the details of which may of necessity be altered during construction.

In order that there be no misunderstanding regarding this proposed project, I would like to reiterate some of the necessary points to which all parties must agree before this proposal may progress to a project:

(1) Estimate for this revised plan "D" is $360,000.

(2) Plan must be approved by Umatilla County Court, Pendleton City Council, Oregon State Highway Commission, and Federal Highway Administration.

(3) Project must be constructed with County FAS funds.

(4) County must furnish all necessary additional right-of-way.

(5) Present connection of Reith Road (FAS 470) with US 30 (near State Hospital) shall be closed.

(6) Barth Crossing-US 30 Connection Section will be canceled by County and State shall be reimbursed for engineering expenses incurred.

Also enclosed with the revised plans is a traffic count of the usage of the various interchanges in and around Pendleton. These figures are rather old and new counts will be under way this summer.

Please distribute these plans as you see fit. You will note that four copies of this plan have been stamped for approval by the County Court and by the City Council. It will also be necessary for the City Council to pass a resolution authorizing the Mayor and the City Recorder to sign the plans. After both parties have signed approval, each should keep one signed copy and send two signed copies to this office. This then will clear the way for FHWA and State Highway approval.

Very truly yours,

H. S. Cox
County and City Engineer

HSC:mm

cc: Rudy R. Enbysk
H. S. Coulter
F. B. Klaboe

RECEIVED
APR 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 30 1970
FOR FILING

2764

MEMO TO FILES
RE: West Pendleton Interchange
Umatilla County

Tuesday, October 13, 1970, I met with the entire Umatilla County Court regarding West Pendleton Interchange revamping. Additional persons present were Gene Palmer and his road superintendent and Mr. Brogoitti and his son.

I explained to those present that due to request of Judge Cook State had agreed that West Pendleton Interchange could be revamped providing all the following conditions were met:

1. Must be built with County FAS funds.
2. County must furnish all right-of-way.
3. Revamp scheme must be approved by County.
4. " " " " " " City.
5. " " " " " " F.H.W.A.
6. Expense for extension to Reith Road must be paid by County.

In addition, I noted that if present Barth Crossing-US 30 Connection section were canceled, State would expect reimbursement for engineering expenses.

Estimate for the diamond revision only was quoted at $240,000 (right-of-way to be extra).

Rudy Embysk, Pendleton City Manager, came to the meeting at the request of Judge Cook. Mr. Embysk, after hearing the scheme, expressed the opinion that the City would oppose the proposal. All the Court members agreed that nothing would be done regarding this proposal until after election.

H. S. Cox
County and City Engineer

HSC:mm
11/23/70

cc: F. B. Klaboe
H.S. Cox

RECEIVED
NOV 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 6 - 1970
FOR FILING
7764

October 6, 1970

The Honorable D. R. Cook
County Judge
Umatilla County
County Courthouse
Pendleton, Oregon 97801

Dear Judge Cook:

We are going to make some improvements to the striping and signing on the two-way section of the West Pendleton Interchange on I-80N. The improvements consist of painting a double yellow stripe and installing reflectorized buttons throughout the section. A couple of signs will also be added.

This minor work has nothing to do with the Broglotti request which we are still looking into.

Thank you for calling the matter to our attention.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards
F. B. Crandall
A. E. Johnson
R. N. Bothman
H. S. Coulter

RECEIVED
OCT 7 - 1970
FOR FILING

7764

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 5, 1970

To: R. N. Bothman
Maintenance Engineer
BUILDING

SUBJECT: Signing & Delineation
I-80N
West Pendleton Interchange

NOTED
F. B. KLABOE

Herewith plan of treatment on the two-way structure segment of the subject interchange involving signing and delineation.

Will you please proceed with the installation as per the plan and notify when complete.

Original Signed By
F. B. Crandall

F. B. Crandall
Traffic Engineer

FBC:njc
Attachment

cc: F. B. Klaboe
H. S. Coulter

RECEIVED
OCT 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

529

DEPTH	REMARKS
4/	
T/	
4'-0"	Mount sign 8'-0" above pavement edge
4'-0"	Mount below sign #2 on secondary sign frame
2'-0"	
4/	
T/	
4/	Mount Sign 8'-0" above pavement edge
4/	
4/	
T/	
5/	Extend both tubes 4'-7"
4/	Mount sign 8'-6" above pavement edge

WEST PENDLETON INTERCHANGE (PART)

SCALE 0 50 100 200 400 FEET

For Sign Details See Dwg. No. S-530

N

36" TWO WAY TRAFFIC 48" Install

8

A

B

Sta. 1248+50

1250

1245

1240

Sta. 1245+70.14 P.O.T.
Sta. 1246+40.81 P.T.

DO NOT ENTER 42"

WRONG WAY 42"

KEEP RIGHT 36"x48"

2 Install Plastic Pavement Arrow

℄ City Limits

KEEP RIGHT 36"x48"

30 MPH 24"x24"

24"

Install Plastic Pavement Arrow

Double Yellow Line
Plus 2-Way Yellow Stimsonite
Buttons (See detail sheet
No. SD-827.)
Pavement Arrows
as shown.

40' 40' 40' 40'

36" TWO WAY TRAFFIC 48" Install

2170 Revised Signs 2, 5 & 8
5/68 Revised Sign 4
Contracted 10-67
Revised 9/12/67

APPROVED

L. E. Joyce
CHIEF ENGINEER
1/27/67
DATE

CHIEF STATE HIGHWAY ENGINEER
8/2/67
DATE

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

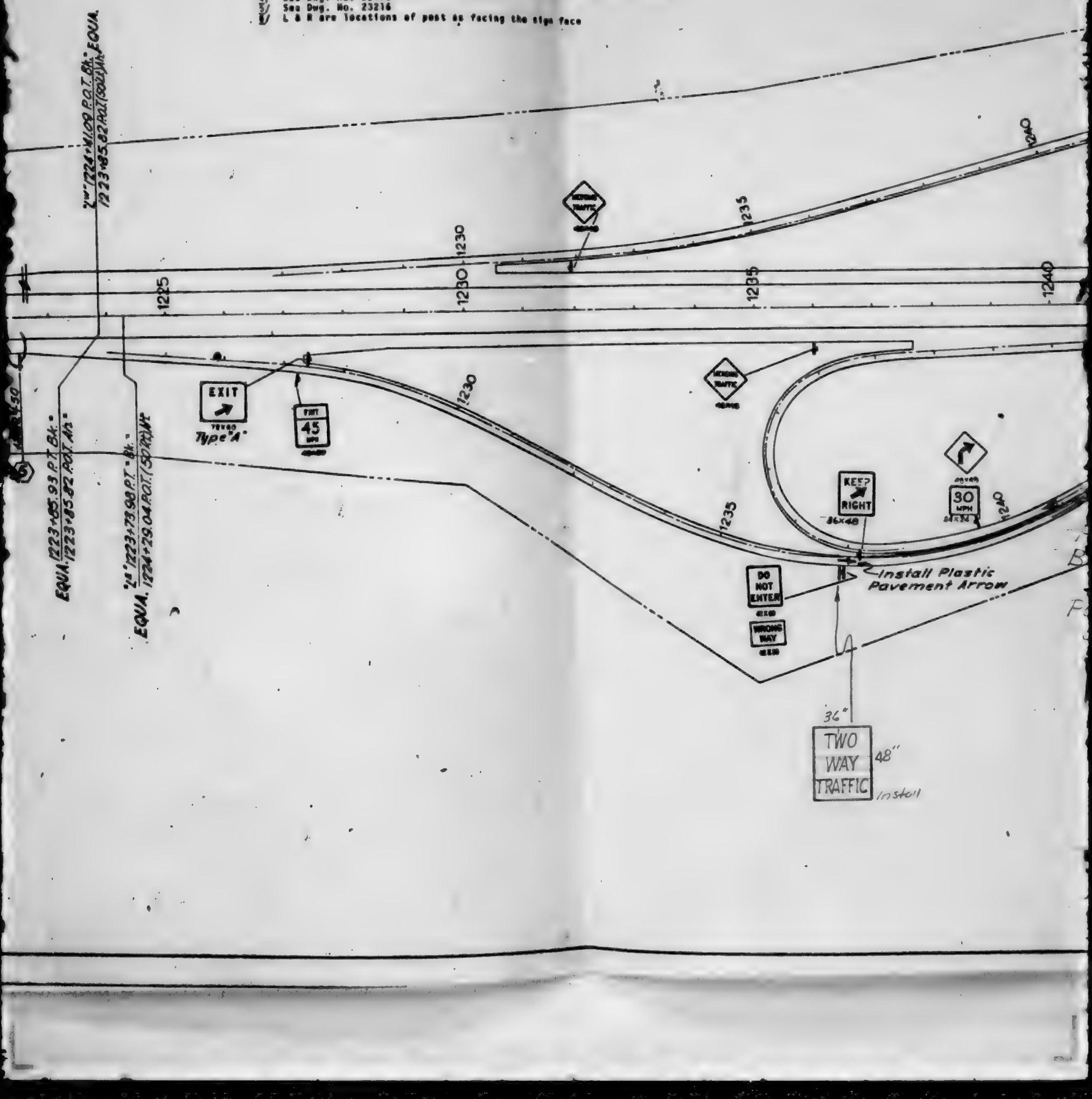
SIGNING INSTALLATION
PENDLETON SECTION
OLD OREGON TRAIL HIGHWAY (I 80N)
UMATILLA COUNTY

DATE JULY 1967
ACCOMPANIED BY DWGS. S-[illegible]

STANDARD DWG. NO. S-529

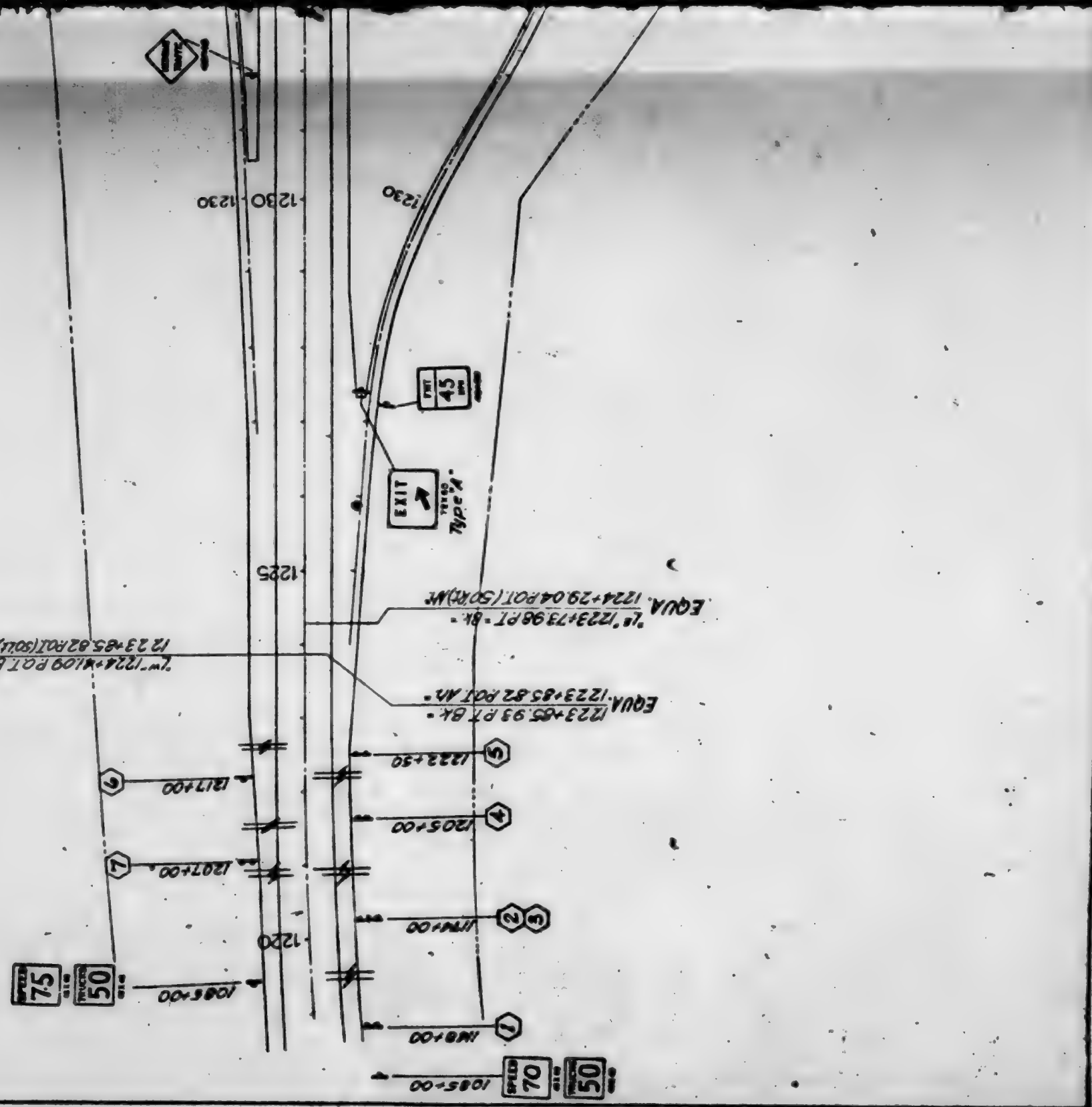
STATION	SIGN NO. 6/	TYPE OF SUPPORT 1/	POST SIZE & TYPE	POST LENGTH 2/	FOOTING TYPE	FOOTING LOCATION 3/	FOOTING MIN. DEPTH	REMARKS
1148+00 Rt	1-L	BSP	4.50" OD 8.64#	10'-3"	4/	6'-6"	4/	
	1-R	BSP	4.50" OD 8.64#	13'-9"	4/	13'-7"	4/	
1174+00 Rt	2-L	BSP	6.63" OD	15'-9"	4/	30'-6"	4'-0"	Mount sign 8'-0" above pavement edge
	2-C	BSP	6.63" OD	15'-0"	4/	40'-3"	4'-0"	
	2-R	BSP	6.63" OD	15'-3"	4/	49'-7"	4'-0"	
1174+00 Rt	3							Mount below sign #2 as secondary sign frame
1205+00 Rt	4-L	BSP	4.50" OD 14.98#	13'-3"	4/	30'-6"	4/	
	4-R	BSP	4.50" OD 14.98#	12'-3"	4/	40'-2"	4/	
1222+50 Rt	5-L	BSP	8.63 OD 16.89#	18'-6"	4/	7'-4"	4/	Mount Sign 8'-0" above pavement edge
	5-R	BSP	8.63 OD 16.89#	25'-3"	4/	17'-2"	4/	
1207+00 Lt	7-L	BSP	4.50" OD 8.64#	10'-3"	4/	7'-5"	4/	
	7-R	BSP	4.50" OD 14.98#	14'-3"	4/	17'-7"	4/	
"Exit" 1248+50 Lt	8	SSS	4.50" OD 14.98#	12'-3"	5/	20'-6"	5/	Extend both tubes 4'-7"
	0-1-60	BSP	4.50" OD 8.64#	13'-6"	4/		4/	Mount sign 8'-6" above pavement edge

1/ BSP = Breakaway Sign Post;
SSS = Single Sign Support
2/ Verify length in field
3/ Distance from edge of shoulder, or guardrail, to centerline footing
4/ See Dwg. No. 22478
5/ See Dwg. No. 23216
6/ L & R are locations of post as facing the sign face



STATION	SIGN NO. 6/	TYPE OF SUPPORT 1/	POST SIZE & TYPE	LENGTH
1148+00 Rt	1-L	BSP	4.50" 8.6#	10'-3"
1174+00 Rt	1-R	BSP	4.50" 8.6#	10'-3"
	2-L	BSP	6.63" 8.6#	13'-0"
	2-R	BSP	6.63" 8.6#	13'-0"
1178+00 Rt	3	BSP	6.63" 8.6#	13'-0"
1205+00 Rt	4-L	BSP	6.63" 8.6#	13'-0"
	4-R	BSP	6.63" 8.6#	13'-0"
1222+50 Rt	5-L	BSP	6.63" 8.6#	13'-0"
	5-R	BSP	6.63" 8.6#	13'-0"
1207+00 Lt	7-L	BSP	6.63" 8.6#	13'-0"
	7-R	BSP	6.63" 8.6#	13'-0"
"EXIT" 1240+50 Lt	8	SSS	4.50" Ø 14.8#	12'-3"
	0-1-60	BSP	4.50" Ø 8.6#	13'-6"

1/ BSP = Breakaway Sign Post
SSS = Single Sign Support
Verify length in field
2/ Distance from edge of shoulder, or guardrail, to centerline
3/ See Dwg. No. 22478
4/ See Dwg. No. 23216
5/ L & R are locations of post as facing the sign face



RECEIVED
OCT 1 - 1970
. FOR FILING

MOUNTAIN MACHINERY COMPANY AIRPORT ROAD PENDLETON, OREGON 97801

TELEPHONE 276-6222

7764

B/mf
9/17

Sept. 3, 1970

NOTED
F.B. KLABOE

Honorable D.R. (Sam) Cook
Umatilla County Courthouse
Pendleton, Oregon 97801

Dear Judge Cook:

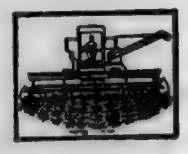
I understand that there is an effort being made to change the West Pendleton interchange for better access to the Umatilla River and the Reith industrial area. This is of vital concern to our machinery business, as it will provide a better access to the Southwest area of Umatilla County. This will make it easier to move farm machinery without traveling on the freeway or going through the city of Pendleton.

Since I am a member of the Umatilla County Planning Commission, I feel that the lack of direct access to the Interstate freeway is hampering the expansion and use of a planned industrial park. I feel that with some changes to the interchange it would correct some of the exsisting problems. The major problem with the interchange and the roads that exsist, is that it is almost impossible to move big trucks into the area south and west of the interchange.

Sincerely,

Charles Hoeft
MANAGER

CH/cy



ALLIS-CHALMERS

PROWLER INDUSTRIES OF OREGON, INC.
P.O. BOX 1247 • PENDLETON, OREGON 97801 • (503) 276-1244

August 31, 1970

Honorable D. R. (Sam) Cook
Umatilla County Courthouse
Pendleton, Oregon 97801

Dear Judge Cook:

It has come to the attention of Prowler Industries that there is an effort being made to change the West Pendleton Interchange from the present trumpet design to one that would give direct access to Interstate 80 North from the industrial property housing the Prowler plant which is directly south of the present interchange. I would like to enthusiastically endorse this effort.

Our immediate concern is with the movement of our product by transport carriers and the movement of raw materials into our plant. The lack of direct access to the interstate system increases the difficulty of our service companies. A change in the direct access to the interstate highway system would alleviate this problem. It would also facilitate the entrance and exit of our plant employees which varies and is as high as 150 employees during our busy season. I have also been advised of an alternate plan which would be the rebuilding of the Reith road which I feel would be a less desirable solution from Prowler's standpoint. For this reason, we urge prompt action and a redesign of the west trumpet interchange to facilitate the traffic for not only Prowler Industries, but other companies moving into this area.

Sincerely,

Robert W Graham

ROBERT W. GRAHAM
Plant Manager

RWG:hm

7765 Grande Ronde River (Clark Cr.) 1972
Br. Sec., of FAS 957 at Elgin
(Structure)

CAD 41176 5-9-92

7765

March 7, 1973

General Insurance Co. of America
Portland Service Office
1500 S.W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On March 5, 1973, we wrote to you concerning release of final payment on Contract No. 7765 awarded to Ames Bros. Construction, Inc., for structure of the Grande Ronde River (Clark Creek) Bridge on 7AS 957 in Union County.

Final payment on this contract is $5,590.90 and the total contract amount is $111,818.07. No work was performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Ames Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, Oregon 97303

bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn: Dick Enoch
Wendell Schwartz

7765

March 1, 1973

TO Oregon State Highway Commission

FROM F. B. Kinhen
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7765 Work Completed January 3, 1973

Project Grande Ronde River(Clark Creek) Bridge

Highway FAS 957 County Union

Type of Work Structure

Contractor Ross Bros. Construction, Inc.

Recommended Acceptance Date February 27, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on March 6, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7765 — 2-27-74

STATE COPY

cc: OSHD (H S Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
FHS-S-588(2)	Union	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Construction of a 683 foot prestressed beam structure over the Grande Ronde River on the Grande Ronde River (Clark Cr.) Bridge Section of FAS 957 in Union County.

COPY SENT

FEB 27 1974

REGIONAL OFFICE

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Ross Bros. Construction, Inc.	$ 112,186.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* T Ross

TITLE Construction Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

MAR 1 1974

3-1-74 cy Const.

NOTED
H.S.COULTER

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width _____ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
-	-	-	X081	0.035

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
R. A. Nichols	5-23-73

12. IN COMPANY WITH
J. A. Schlieski, Resident Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE R. A. Nichols		16. SIGNATURE (Not signed by) E. J. Valach, Dist. Engineer	
14. TITLE Area Engineer	15. DATE 2-27-74	17. TITLE District Engineer	18. DATE FEB 27 1974

FORM FR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

7765

STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
1-45		Oregon
PROJECT REPORT NUMBER: 4	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 1-23-73	COUNTY: Union
MODIFICATION NUMBER: 1		PROJECT NUMBER: EHS-S-588(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 17, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 123,151	$ 129,548
Federal Funds	$ 78,274	$ 82,340
Other revisions		

This modification is made for the following reasons:

Increase in cost of Construction Engineering by Oregon Bridge Engineering Co.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22nd day of January, 1973.

OSHD
(Official name of Highway Department)

By A. J. Schneider

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G.L. Green (Division Engineer)

Oregon State Highway Division

Federal Aid Project
No. EHS-S-588(2)

GRANDE RONDE RIVER (CLARK CR.) BRIDGE

FAS 957 IN UNION COUNTY

Salem, Oregon, January 16, 1973

Revised Project Agreement Estimate.

Type Code X081
Bridge (Sta. 3+84 to Sta. 5+67) (Overall Length Incl. Guard Rail, 683')

Temporary Protection and Direction of Traffic	All Required		$ 12,000.00
Shoring, Cribbing, Etc.	All Required		7,000.00
Structure Excavation	150 cu.yd.	8.00	1,200.00
Structure Excavation below Elevation Shown	15 cu.yd.	10.00	150.00
Furnish HP 10x42 Steel Piling	960 lin.ft.	4.70	4,512.00
Drive Steel Piles	16 only	240.00	3,840.00
Splice Steel Piles	4 only	50.00	200.00
Class "A" Concrete (232 cu.yd.)	All Required		27,840.00
90'/95' Type 4 Prestressed Beams	8 only	3,700.00	29,600.00
Prestressed Drain Trough	1 only	1,000.00	1,000.00
Reinforcement (52,500 lb.)	All Required		10,500.00
Two Tube Metal Railing	387 lin.ft.	14.00	5,418.00
Guard Rail, Type 2A	950 lin.ft.	7.00	6,650.00
Extra Guard Rail Bridge Connection	4 only	250.00	1,000.00
Deck Seal	580 sq.yd.	2.20	1,276.00
			$112,186.00
Flagging (60% of Contractor's Cost)	All Required		$ 500.00
Temporary Erosion Control	All Required		50.00
			$ 550.00
	Subtotal		$112,736.00
	10% Engr. & Cont.		16,812.00
	Total		$129,548.00

Laboratory fees estimated at $586 are part of construction engineering. Construction Engineering to be done by the "Oregon Bridge Engineering Company, Consulting Engineers".

Length of Bridge 0.035 mile

Federal Funds-	$ 82,340.00
State Funds-	23,604.00
County Funds	23,604.00
Total Cost	$129,548.00

Group 1 - 100%

Contract No. 7765

Prefix: 531-1076

#7766

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
7-32		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Union
	7-17-72	PROJECT NO. EHS-S-588(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Elgin S.E. 0.04 miles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-24-72	0.035
OTHER *(Specify)*		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$123,151	$ 78,274

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E J Johnston

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
Acting (Division Engineer)

G. L. Green
Date executed by Division Engineer JUL 17 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE July 11, 1972

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Project No. BHS-S-588(2)**
Grande Ronde River (Clark Cr.) Bridge

We are forwarding four copies each of project agreement estimate and project agreement for the above-listed project. Two copies of the project agreement have been signed by a Highway official.

In compliance with Mr. Whitton's Circular Memorandum, May 25, 1964, Subject: "Consideration of the overall interests of the public in the Federal-aid highway programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding this project.

The specifications and proposal contain certifications conforming to Mr. J. M. O'Connor's memorandum of February 23, 1968, in regard to nonsegregated facilities.

Enc.

DAR:kds

Oregon State Highway Division

Federal-aid
Project No. EHS-S-588(2)

GRANDE RONDE RIVER (CLARK CR.) BRIDGE

FAS 957 IN UNION COUNTY

Salem, Oregon, July 11, 1972

Project Agreement Estimate.

Type Code X081
Bridge (Sta. 3+84 to Sta. 5+67)(Overall Length Incl. Guardrail, 683')

Temporary Protection and Direction of Traffic	All Required		$ 12,000.00
Shoring, Cribbing, Etc.	All Required		7,000.00
Structure Excavation	150 cu.yd.	8.00	1,200.00
Structure Excavation Below Elevation Shown	15 cu.yd.	10.00	150.00
Furnish HP 10x42 Steel Piling	960 lin.ft.	4.70	4,512.00
Drive Steel Piles	16 only	240.00	3,840.00
Splice Steel Piles	4 only	50.00	200.00
Class "A" Concrete (232 cu.yd.)	All Required		27,840.00
90'/95' Type 4 Prestressed Beams	8 only	3,700.00	29,600.00
Prestressed Drain Trough	1 only	1,000.00	1,000.00
Reinforcement (52,500 lb.)	All Required		10,500.00
Two Tube Metal Railing	387 lin.ft.	14.00	5,418.00
Guardrail, Type 2A	950 lin.ft.	7.00	6,650.00
Extra for Guardrail Bridge Connection	4 only	250.00	1,000.00
Deck Seal	580 sq.yd.	2.20	1,276.00
			$112,186.00
Flagging (60% of Contractor's Cost)	All Required		$ 500.00
Temporary Erosion Control	All Required		50.00
			$ 550.00
	Subtotal		$112,736.00
	Engr. & Cont.		10,415.00
	Total		$123,151.00

Laboratory fees estimated at $400 are part of construction engineering. Construction engineering to be done by the "Oregon Bridge Engineering Company, Consulting Engineers".

Length of Bridge - - - 0.035 Mile

Federal Funds -	$ 78,274.00
State Funds -	22,438.50
County Funds- -	22,438.50
Total Cost	$123,151.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7765

Prefix: 531-1076

7765

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Grande Ronde River (Clark Creek) Bridge		WEEK ENDING: January 6, 1973
		SECTION PREFIX: 531-1076
HIGHWAY: FAS 957		COUNTY: Union
NAME OF JOB: Clark Creek Road Bridge	KIND OF WORK: Structure	
CONTRACTOR: Ross Bros. Construction, Inc.	CONTRACT NUMBER: 7765	FEDERAL AID PROJECT NUMBER: S-588(2)
DATE OF CONTRACT: July 3, 1972	DATE WORK STARTED: July 24, 1972	~~XXXXXX~~ COMPLETION DATE: January 3, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 180	CALENDAR DAYS USED: 173
PROJECT AUTHORIZATION: $128,242.12	SPECIFIED COMPLETION DATE: January 10, 1973	PERCENT OF TIME ELAPSED: 96%
EXCLUSIVE OF ENGINEERING: $118,227.12	ENGINEERING AUTHORIZATION $	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $118,076.40	ENGINEERING COST TO DATE $	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: ~~XXXXXX~~ UNDERRUN 0.2%	PERCENT OF AUTHORIZATION . . . . . %	DATE PROJECT WAS COMPLETED: January 3, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	10795A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
12-31-72 SUNDAY	Cloudy, snow	1		
1-1-73 MONDAY	Cloudy, cold	1		
1-2-73 TUESDAY	Clear, cold	1		
1-3-73 WEDNESDAY	Cloudy, snow	1		
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JAN 8 1973
BRIDGE DIVISION

Routing: Keusey, Bond, Walker, Johnsen, Pease, Olsen, Litchfield, Berg

RECEIVED
JAN 10 1973
CONSTRUCTION SECTION
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	Cleaning up job site. Completed aligning guard rail. 2 men.
WEDNESDAY	Cleaning metal bridge rail. Completed cleaning up job site. Job completed and final inspection made today.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Job complete. This will be the last weekly report.

J. E. Bishop by John Conner III

SIGNED _____ LOCATION _____

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
JAN 1 1 1973
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7765

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: Mr. A. E. Johnson, Asst State Hwy Engr

DATE: January 4, 1972

FROM : G. L. Green, Division Engineer
Salem, Oregon

In reply refer to: 10-35-DA

SUBJECT: Clark Creek Bridge, Grand Ronde River
FAS 588(2)
Consultant Agreement

NOTED
A. E. JOHNSON

You indicated in your December 22, 1972 letter that additional renumeration to the Oregon Bridge Engineering Co. for construction engineering is justified. Federal participation is approved in the construction engineering costs that do not exceed 15% of the final construction costs.

RECEIVED
STATE HWY ENGR
JAN 11 '73
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

cy- Hunter
Schnaedelbach
Hall Hart
Strong
Young
Cox
Schwartz
1-12-73

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

December 22, 1972

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Consultant Agreement
Grande Ronde River
(Clark Creek) Bridge
Union County
Contract 7765
FA No. S-588(2)

On December 18, Mr. Walter Hart discussed with you a possible increase in construction engineering to be paid Oregon Bridge Engineering Company by supplemental agreement for the subject project. The agreement between Union County and the Oregon Bridge Engineering Company specifies a maximum construction engineering payment of $10,015. It now appears that the actual costs to Oregon Bridge for construction engineering will be $10,720. The following is the justification for an increase in the authorized amount.

The above agreement was signed in the summer of 1971, at which time it was estimated that it would require 120 calendar days to complete the construction of the bridge. Of this amount, 80 calendar days would be required for on-site job inspection and the estimate for construction engineering was based on an 11-week salary for the project engineer. By January of 1972 it was known that a record snow pack would result in considerable run-off in the Grande Ronde River and would probably mean that work on the footings could not begin until after July 1.

At one time the bid letting date was scheduled for March 30 and it was estimated that by the time a deposit was made by the County and the job awarded, the calendar day count would not begin until May 1. This would add two months, or 60 days, to the 120 days previously estimated

for a total of 180 days from the start of the day count to completion. The bid letting date was later changed to May 25 but the completion time remained at 180 days. The County did not deposit the necessary funds until July 3, at which date the contract was awarded. The day count began July 15 but the contractor did not begin work until July 24. The work force assigned to the project by the contractor remained small throughout the construction period even though the contractor was urged repeatedly to increase his work force and expedite the work.

All of the above factors resulted in the contractor working the entire 180 days instead of the 120 days previously estimated, which in turn increased the construction engineering cost. The following is a revised estimate based on the longer actual construction period.

180 days - 40 = 140 calendar days = 19 weeks = 95 working days requiring on-site job inspection.

Salary:		
Project Engineer = 95 days @ $65.20 per day	= $ 6,194	
Junior Engineer = 40 days @ $50 per day	= 2,000	
Overhead = 80.4% x $8,194	=	$ 8,194
Miscellaneous job supplies	=	6,588
Job expenses —19 weeks at $40 per week	= 100	
Vehicle expenses -- 95 days @ $5 per day	= 760	
	= 475	
Fixed fee		1,335
		950
Revised estimate of construction engineering by Oregon Bridge		$17,067
Final construction cost	= $112,081	
15% x $112,081	= 16,812	
Estimated final inspection costs by State	= 586	
Proposed construction engineering payment to Oregon Bridge Company	= $ 16,226	

The actual final construction engineering cost incurred by Oregon Bridge is estimated to be $16,720.

Based on the foregoing, may we have your approval to increase the construction engineering payment to Oregon Bridge Company by supplemental agreement to a new maximum of $16,226.

Very truly yours,

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
Walt Hart
V. E. Skoog
L. H. Young
H. S. Cox
W. E. Schwartz

RJW:dh ja

DEC 7 1972

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 20, 1972

TO Memo to the Files

FROM R. J. Wright
Bridge Office Engineer

SUBJECT Contract 7765
Grande Ronde River
(Clark Creek) Bridge
Union County

NOTED
A. E. JOHNSON

A meeting was held December 18, 1972, attended by Wally Palmateer and Lou Pierce of Oregon Bridge Co.; Paul Hatcher, Harold Reynoldson, Walter J. Hart and R. J. Wright.

Two items concerning payment to Oregon Bridge were discussed. One was staking costs of the bridge that occurred in September, 1971, before the program approval date of April 24, 1972. Costs were $1,476.56 but included staking for grading of approaches which is paid for with 100 percent county funds. It was thought that about half of the above amount was for staking of the bridge. The contract was originally scheduled to be let early in 1972, and staking was required before that time to indicate bent locations to prospective bidders. The staking was done before any approval was received but by staking the bridge at the same time the embankment staking was required, the cost of travel expenses at a later time was not incurred.

The other item discussed was the amount to be paid Oregon Bridge for the construction engineering fee. The agreement gives a maximum amount of $10,015 and the actual cost will be approximately $16,720 which includes the cost of the final inspection. Hart said he would discuss with the FHWA the possibility of increasing the authorized amount by a supplemental agreement since the increased inspection costs seemed to be justified because of the contractor's slow job progress.

Hart discussed increasing authorization with Glenn Green December 18, 1972, and Green said FHWA would probably approve such an increase (to a maximum of 15 percent of the contract amount) providing it could be adequately justified.

Wright discussed staking costs with Neil Burghardt December 18, 1972, and Burghardt said FHWA could not participate in any cost incurred before the program approval date. This total amount of $1,476.56 will have to be paid for with county funds entirely.

RECEIVED
DEC 20 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT COUNTY ENGINEER

RJW:d

cc A. E. Johnson
W. E. Schwartz
P. L. Hatcher
H. Reynoldson - Please advise if County knows there will be no State or Federal participation in staking costs.

RECEIVED
JUL 12 1972
FOR FILING
7765

S

Salem

July 12, 1972

W. A. Palmateer
Resident Engineer

ORIGINAL SIGNED BY
L. H. YOUNG

L. H. Young
Programing Engineer

Contract 7765
(Bid Item 5
Furnish Steel Piling)

Please note this bid item has been set up for both participating and nonparticipating quantities.

The extent of FHWA participation in this bid item will be only the piling length actually incorporated in the work. The difference between the total order length and the length actually incorporated in the work will be nonparticipating.

PAY ESTIMATE PROCEDURE

Prior to Semifinal Submission

1. On progress estimates enter all quantities as participating.

Semifinal Estimate

1. Adjust the participating quantity to the total length actually incorporated in the work.

2. Enter the difference (order length - length actually incorporated in the work) as non-participating.

A tabulation of the piling actually incorporated in the work should be submitted with the semifinal data.

VG:dg

cc A. E. Johnson
W. J. Hart
W. E. Schwartz
John Howard

RECEIVED
JUL 12 1972
FOR FILING

7765

July 12, 1972

Ross Bros. Construction, Inc.
3501 Brooklake Road, North
Salem, Oregon 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7765 for the Grande Ronde River (Clark Creek) Bridge of BAS 957 in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1300 S. W. First
Portland, Oregon 97201

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schmarts
R. D. Hector

RECEIVED
FOR FILING
7765

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
William Geibel (SAIF)

July 3, 1972

Ross Bros. Construction, Inc.
3501 Brooklake Road, North
Salem, Oregon 97303

Gentlemen:

The State Highway Commission on May 31, 1972, accepted your proposal for the Grande Ronde River (Clark Creek) Bridge on BRF 957 in Union County in the amount of $112,186 and referred it to the Administrator of Highways with authority to award the contract as soon as Union County approves the project and deposits $26,100.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7765.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin July 15, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Read, Assistant Secretary

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

JUL 11 1972

FOR FILING

7765

June 26, 1972

Hon. Earle C. Misener
Union County Judge
Courthouse
La Grande, Oregon 97850

Dear Earle,

We have contacted Ross Bros. Construction Company, the successful low bidder for the Grande Ronde River (Clark Creek) Bridge Section, FAS 957, and they have given a 15-day extension from June 23 to July 8 to award the contract. Since July 8 falls on a saturday, we should have your advance deposit in order to award the contract by Friday, July 7. I trust that these arrangements are satisfactory.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for H. S. Cox
County and City Engineer

RHP:ljt

cc: R. D. Asburry
W. E. Schwartz
Floyd Query

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

FAS 957
Union Co.

County Court of Union County
La Grande, Oregon 97850

R. W. SCHAAD, COMMISSIONER
RUSSELL ELMER, COMMISSIONER

From the office of
EARLE C. MISENER, COUNTY JUDGE

June 22, 1972

Mr. Robert Prange
State Highway Building
Salem, Oregon 97310

Dear Sir:

Because of the financial difficulties encountered during this fiscal year it is requested that the contract be let on June 23, 1972 for the Grande Ronde Clarks Creek Bridge and the County will submit its 20% advance shortly after the first of July when the County Court meets at its monthly session.

Your cooperation in this matter will be greatly appreciated.

Sincerely,

Earle C. Misener

Ross. Bros. contacted by Roy Asborry. Contractor will will give 15 day extension until July 8.
6-23-72

ECM/jl

RECEIVED
COUNTY & CITY SECTION
JUN 23 '72
DPE DE RE RPE

FOR FILING

7762

ROSS BROS. CONSTRUCTION CO.
General Contractor
EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER
3501 BROOKLAKE RD. N.E.
SALEM, OREGON 97303

June 23, 1972

Mr. L. H. Young, Programing Engineer
Oregon State Highway Division
Salem, Oregon 97310

Gentlemen:

Re: Grande Ronde River
Clark Creek Bridge
Elgin, Oregon

Please be advised that we hereby agree to a fifteen (15) day extension in time for the contract award on the above mentioned project without penalty.

Very truly yours,

ROSS BROS CONSTRUCTION INC

G. G. Lundmark

G. G. Lundmark, Vice Pres.

GGL;lb

RECEIVED
JUN 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

NOTED
R. D. ASBURRY

cc Klaboe
Johnson
Hart
6-26-72

Asbury

RECEIVED
JUN 26 1972
PROGRAMING SECTION

RECEIVED

FOR FILING

7765

June 1, 1972

Rose Bros. Construction, Inc.
3501 Brooklake Road
Salem, Oregon 97303

Gentlemen:

The State Highway Commission on May 31, 1972, accepted your bid in the amount of $112,186 for the Grande Ronde River (Clark Creek) Bridge Section of FAS 957 in Union County, which was the low bid received for that job on May 25.

The Commission referred the bid to the Administrator of Highways with authority to award the contract to you as soon as Union County approves the project and deposits $26,100. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc C. T. Keasey
Walt Hart
W. E. Schwarts

RECEIVED
MAY 25 1972
FOR FILING

7765

May 9, 1972

Union County Court
Courthouse
La Grande, Oregon 97850

Attention: Delcris C. Moore
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 4476

Gentlemen:

Attached for your records is a fully executed copy of an agreement pertaining to the Grande Ronde River (Clark Creek) Bridge Section of FAS 957.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

TRANSACTION NUMBER 4-45

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-24-72

BY (Signature): MR. YOUNG'S FEBRUARY 22, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1079 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1079	EHS-S-588(2)	0.04	130,000	82,600	GRANDE RONDE RIVER (CLARK CREEK) BRIDGE SECTION.	ONE BRIDGE

4-27-72

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PORPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

THIS AUTHORIZATION IS GRANTED WITH THE UNDERSTANDING THAT THE EXISTING STRUCTURE SHALL BE RETAINED TO ACCOMODATE PEDESTRIAN AND BICYCLE TRAFFIC, AT THIS LOCATION.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 4-24-72	SIGNATURE AND TITLE FOR DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7765

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 20, 1972

In reply refer to: 10-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-588(1), Grande Ronde River Bridge
Clark Creek Road, FAS 957, Union County

Based on the information submitted in Mr. Schroeder's April 18 letter including the fact that the proposed bridge width meets the standards of the approved Oregon Secondary Road Plan the 28-foot width is approved.

Because of the probability of increased truck traffic and the potential for increasing development in the area, it is recommended that the bridge type selected be suitable for future widening.

NOTED
F. B. KLABOE
4-25-72

REFERRED TO
Schroeder

RECEIVED
APR 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FBK

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
APR 19 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7765

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO

R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE

April 18, 1972

FROM

R. L. Schroeder
Assistant State Highway Engineer

SUBJECT

Oregon Project S-588(1), Grande Ronde River Bridge
Clark Creek Road, FAS 957 Union County
File: 10-35-DA

We have reviewed all the pertinent data and materials associated with the subject FAS-C project and are still of the opinion that we are not attempting to construct a narrow structure, but one that will adequately serve present and predicted traffic loads and the development of the surrounding community.

Our Traffic Section took a 24-hour count at this location in July of 1971 and counted 104 vehicles during that period. A very generous conversion factor was used to determine an ADT of 150. The normal 20-year expansion factor for this area is 1.2; however, an expansion factor of 2.0 was applied to obtain a 1991 projected ADT of 300 and a DHV of 30. This would produce an approximate 300% increase in the actual traffic count taken in July 1971. We are, therefore, still convinced that a facility of 28 feet in width meets the standard design criteria for the intended traffic and even for supposedly future development.

The Association of Oregon Counties approved the Oregon Secondary Road Plan Agreement with its attendant AASHO, Geometric Design Standards for Highways Other Than Freeways, 1969. The design geometrics of the Grande Ronde River structure is certainly not in conflict with, nor do they deviate from, those standards.

Union County feels that if a higher standard is demanded, then we would not, in this case, be cooperating with the local road officials to the fullest extent possible in developing the design of the structure.

In your letter of March 3, you commented that at the time the route was placed on the system, we stated that the "proposed FAS 957 is a major arterial servicing the City of Elgin from the east and is vital to the social, and economic growth and safety of the community . . " We believe that FAS 957 meets the qualifications of being an arterial in this area; however, an arterial in rural Union County, or any other eastern Oregon County, should not be compared to a rural arterial in a western Oregon county. FAS 957, even though carrying relatively low traffic volumes, is an important arterial in the rural community of Union County.

In the matter of trails or walkways, the Union County officials have been contacted and they have assured us that the old structure would be retained for the exclusive use of pedestrians and cyclists, thus the walking and cycling public will be totally separated from the vehicular traffic which will provide safety to both modes of travel as suggested in your previous correspondence.

Programing has been submitted to you and we urgently request that approval be given so that the project can be advertised for the May 25 letting.

RHP:ljt el
bcc: Tom Edwards
F. B. Klaboe
H. S. Cox

RECEIVED
APR 13 1972

FORM E-30 (REV. 10-69)
FOR FILING

7765

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29, 1972

To: Mr. R. L. Schroeder
Assistant State Highway Engineer

SUBJECT: Grande Ronde River (Clark Creek) Bridge
FAS 957, Union County

BUILDING

Attached is a copy of a letter from Union County reiterating their desire for a 28' structure for the Grande Ronde River (Clark Creek) Bridge, FAS 957, Union County.

Background on this project is as follows. The project was approved by the Highway Commission June 22, 1971, for 32' roadway. As this route had been only recently placed on the FAS System and no ADT figures were available, it was considered appropriate to use the 32' width in order that a width change would not be necessary should the ADT prove to be relatively high. County request had already been made for a 28' structure.

February 1, 1972, this office, by letter, advised Mr. R. E. Simpson that design for this bridge was for 28' width and requested concurrence from the FHWA for the narrower bridge design.

February 9, 1972, the FHWA replied by denying the 28' width structure.

February 22, 1972, Mr. Schroeder wrote FHWA advising them in detail the reasons for the 28' width design and pointing out that the indicated width is in no respect substandard to the Oregon Secondary Road Plan.

March 9, 1972, Cox and Reynoldson met with Glen Green, Ernest Valach, and Richard Nichols regarding this matter. The FHWA people were very insistent on the 32' width; however, they did admit that their refusal was based on "opinion" rather than fact. This meeting was cordial; however, I posed the question, "On what grounds can you abrogate an agreement (Secondary Roads Plan) without proper notification to all involved parties?" It is my contention that it is morally dishonest and an illegal action to demand this additional width, particularly when it will in nowise increase traffic flow, and when the proposed design meets all the criteria set forth in the AASHO Geometric Design Standards for Highways other than Freeways 1969 as stipulated in the Oregon Secondary Road Plan. If this action be the portent of things to come, I would suggest the FHWA, the State, and the County Roads Committee meet and renegotiate the standards presently in effect.

NOTED
R. L. SCHROEDER

BP-52478-734

Subsequent to the March 9 meeting, Oregon Bridge was contacted and asked to make estimates on a 30' and a 32' structure and to relay these estimates to Union County.

March 15, 1972, I contacted Judge Misener in La Grande and explained to him the problems we were having with the Clark Creek Bridge design.

In order that you may have the benefit of Oregon Bridge's assessment of this problem, their letter of March 13 is enclosed. The additional costs for right-of-way and fill as listed by Oregon Bridge may be discounted as the fills are already in place and are of adequate width for a 32' structure. Also, pedestrian and bicycle traffic could be better taken care of by use of the present structure than by any widening of the proposed structure.

It would appear that if the statements of all concerned parties be taken at face value, we are indeed at a stalemate. Please advise.

H. S. Cox
County and City Engineer

HSC:mm

Att.

cc: E. S. Hunter

RECEIVED
MAR 29 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
COUNTY & CITY SECTION
MAR 28 1972
☑ ENGR. ☑ COOR. ☐ GE ☐ AE ☐
☐ UPE ☐ CE ☐ RE ☐ PPE ☐

For Union Co

County Court of Union County
La Grande, Oregon 97850

From the office of
EARLE C. MISENER, County Judge

R. W. SCHAAD, Commissioner
RUSSELL ELMER, Commissioner

March 27, 1972

Mr. H. S. Cox
State Highway Division
Highway Building
Salem, Oregon 97310

Re: Clark Creek Road Bridge

Dear Si:

We received the letter from the Oregon Bridge Engineering Company the same day you and I discussed the matter of widening the Clark Creek Raod Bridge.

After reviewing the present ADT figures and the projected 20 year ADT figures for the bridge, it is the conclusion of the Union County Court that the additional width from 26' to 32' and its additional cost to the taxpayer cannot be justified. Therefore, the County Court, requests that the subject bridge be constructed as designed utilizing a 28' roadway.

Sincerely,

Earle C. Misener

ECM/jl
Encl: Letter Oregon Bridge Engineering Co.

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9873

RECEIVED
COUNTY & CITY SECTION
MAR 20 1972
☑ ENGR. ☑ COOR. ☐ CE ☐ ME ☐ UE
☐ UPE ☐ CE ☐ RE ☐ PPE ☐

March 13, 1972

MAR 15 RECD

MAR 15 RECD

Judge Earl Misener
Union County Courthouse
LaGrande, Oregon

RE: Clark Creek Road Bridge

Dear Judge Misener:

In an informal meeting with Si Cox of the OSHD last Friday, he informed me the scheduled letting for Clark Creek Road Bridge has been postponed from March 30th to April 27th.

It now seems at this late date the Bureau (FHWA) objects to the 28-foot roadway and wants to increase the traveled roadway to 32 feet.

I agreed with Mr. Cox to make additional estimates as to the cost to the County for redesigning to both 30 and 32-foot clear roadways.

In both cases we would have to add an additional beam to maintain the required loading and, consequently, additional design engineering and redrafting on most of the drawings. Our estimates for increased construction costs are as follows:

32' Roadway:

Construction	+$14,210
Design Engineering	+ 1,400
	$15,610

To that figure add your costs for 1500 cubic yards of additional fill and some additional right-of-way.

30' Roadway:

Construction	$11,710
Design Engineering	1,400
	$13,110

To that figure add your costs for 750 cubic yards of additional fill (probably at $2.00/yard minimum) and additional right-of-way, if required.

The average ADT as given by the Highway Department does not exceed 150 daily and over the next 20 years is not projected to exceed an ADT of 300. In the latest AASHO Geometric Design Guides for Rural Roads, the minimum criteria for current ADT between 250 and 400 is 20' roadway + 2-4' shoulders for a ~~20-foot total~~. This is what we have designed.

In our preliminary report to Fred Hodgson on February 4, 1971, we covered this same ground and subsequently decided the 28-foot roadway was perfectly adequate.

As you ~~suggested~~, we again strongly recommend that the court continue to insist that the 28-foot roadway is perfectly adequate for this particular project and that it is unnecessary to spend additional money required to increase the deck width.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

Wally Palmateer

W. A. Palmateer
General Manager

WAP:jap

RECEIVED
MAR 7 -

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

FOR FILING

7765

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 3, 1972

In reply refer to: 10-35-DA

3-7-72
REFERRED TO
Schroeder
BY DEPUTY

SUBJECT: Oregon Project S-588(1)
Grande Ronde River Bridge
FAS Route 957
Union County

Mr. R. L. Schroeder's ~~May~~ Feb. 22, 1972 letter contains some valid arguments for a narrow bridge. However, we believe that there are stronger arguments for a bridge with a 32' roadway and pedestrian or bicycle facilities.

This route was recently put on the FAS system at your request. In your request you stated "Proposed FAS 957 is a major arterial serving the City of Elgin from the east and is vital to the social and economic growth and safety of the community. It serves as a farm-to-market, school bus, mail, recreational and log haul route. This route is the only county road crossing the Grande Ronde River east of Elgin and is therefore a vital link for fire fighting equipment and other emergency-type vehicles." This statement in brief covers the justification for the additional safety provided by a wider structure. The proposed bridge is close to the developed area in southeast Elgin and could be surrounded by developed land long before the design life of the bridge elapses.

As indicated in your quoted statement, log trucks, farm trucks, etc. use this route to and from Elgin. A narrow bridge would certainly increase the hazard potential which would be present if this traffic used the structure at the same time as did foot or bicycle traffic from the nearby park.

It is recognized that both types of traffic are light at the present time, so perhaps a separate pedestrian or bicycle path is not needed at this time, but the bridge should be designed so the path could be added easily. In the meantime, the structure should have a 32' roadway so as to have the additional safety provided by the wider shoulders.

NOTED
R. L. SCHROEDER
cc: H S Coy
3-8-72

NOTED
TOM EDWARDS

RECEIVED
MAR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
FEB 23 1972
FOR FILING

7765

February 22, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one Secondary Project, Item No. 1079, Project No. S-588(2), "Grande Ronde River (Clark Creek) Bridge Section", which we desire to be included in the Federal-aid Secondary Highway Program.

This project has been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on March 30, 1972.

The construction engineering under this program is to be accomplished by the engineering firm of "Oregon Bridge Engineering Company, Consulting Engineers" as set forth in the Consultant Agreement as approved under FHWA memorandum dated July 29, 1971, with such construction engineering, as required for supervision and inspection in order to fulfill State responsibility, to be done by State forces.

Enclosed is one copy each of State and District 13 Clearinghouse's letters of approval dated July 14, 1971 and July 6, 1971, respectively.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Enclosures

JG:dg

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

2-22-72

FEDERAL

CARD 2	REPORT NUMBER (18) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd. Elgin SE 0.04 miles 55		ADT	PRESENT 150	FUTURE 300 (66)				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 One Bridge 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. (72)	COUNTY NA		
CARD	CLASS OF FEDERAL FUNDS Secondary							ROUTE NO. S		
	NAME OF URBAN AREA 17-31									

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54) (58)	ESTIMATE TOTAL ESTIMATED COST (59) (66)	FEDER (67)
1	(14-18)	(19)	41	42			Co. Rd. Elgin SE 0.04 miles			
5					PE					
5					ROW					
5					CONST (CODE) X081		"Grande Ronde River (Clark Creek) Bridge Section"	0.04	130,000	8
								0.04	130,000	8

(16) (23) (24)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	150	300	92	10	Oregon	35	022	1079

T. Projects Only

DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
				S-	588	(2)		

COUNTY NAME: Union — CODE: 061

ROUTE NO.: S — FEDERAL-AID: 957 — STATE: Co. Rd. — U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

ESTIMATED PROJECT COST BY PHASES				CHARACTER OF PROPOSED WORK (Full description)
TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
				Const. one pre-stressed conc. beam bridge, length 183'; H.C. 28' and install approach guardrail at each end of str. (County to const. road approaches & remove existing str.)
				ROW - 60' normal; access control-none; parking restriction-none.
.04 130,000	82,600	23,700	23,700(Co.)	
.04 130,000	82,600	23,700	23,700(Co.)	

REMARKS

P.E. for this project programed under Item No. 1064, Project No. S-588(1).

-over-

USCOMM DUSCOMM-DC 48908-P61

Existing Facility: 119' steel through truss with a 16' frame trestle approach span. H.C. 14' 8".

Adjacent Sections: 28' gravel surfaced roadway. (Const. by County; see "Project Data")

Project Data: Construct on improved (new) alignment a prestressed concrete beam bridge 183' long with 28' horizontal clearance (2-10' travel lanes with 4' shoulders). Install roadway approach guardrail at each end of structure.

County will construct roadway approaches and connections, place surfacing on roadways, place any necessary riprap and remove the existing structure.

Exceptions to Minimum Standards: None

Right-of-Way: 60' normal.

Relocation Assistance Payment: No one moved. County offered market value for additional right-of-way and paid all property transfer costs.

System Action, Railroads, Airports, Water Development, Recreational and Historical Areas: None involved.

Public Hearing: Opportunity to request a hearing advertised on June 30, 1971 and July 7, 1971. Informed by County Court that no requests were received. Certification required by Section 128 of Title 23, U.S.C., made August 2, 1971 in accordance with the Secondary Road Plan.

(CLARK CREEK) BRIDGE SECTION
ROJECT S-588(2)

stle

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28

Social, Economic & Environmental Effects Considered: Yes, and "Negative Declaration" concurred in as of August 12, 1971.

Location/Design Approval: Granted August 26, 1971, under provisions of Secondary Road Plan.

Clearinghouse Approval: State and District 13 Clearinghouse approvals received July 14, 1971 and July 6, 1971, respectively.

Route Data: This is a farm-to-market road; also a logging truck, school bus and mail route.

Unusual or Complicated Situations: The construction engineering work is to be accomplished by a consulting engineering firm known as "Oregon Bridge Engineering Company, Consulting Engineers" as set forth in the consultant agreement as approved under FHWA memorandum dated July 29, 1971 with such construction engineering as required for supervision and inspection in order to fulfill State responsibility, to be done by State forces.

Control of Utilities: The state does not, at this time, have the legal authority to control the use by Utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

RECEIVED
FEB 23 1972
FOR FILING

February 22, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Oregon Project S-588(1)
Grande Ronde River Bridge
FAS 957, Union County
File: 10-35-FA

Your memorandum of February 9, 1972, indicated that the design for the subject structure should provide for pedestrian and bicycle traffic as well as adequate roadway width.

We have reviewed the design plans for the proposed structure and find that the roadway width of 28 feet is adequate for present and future traffic loads and conforms to AASHO Geometric Design Standards for Highways Other Than Freeways 1969 as stipulated in the Oregon Secondary Road Plan. We also feel that the cost of establishing pedestrian or bicycle ways would be excessively disproportionate to the probable need and use.

Our experience and knowledge of the City of Elgin indicates that practically all residential, industrial, cultural, and social growth and development has taken place west and north of the Wallowa Lake Highway. The city limits has not changed in 20 years and population has increased only 4.6% (from 1,315 in 1960 to 1,375 in 1970) in the last 10 years. Probable land development and urban expansion in the southeasterly quadrant of Elgin is unlikely.

Union County's original project request did not include sidewalks or bicycle paths because such facilities were not necessary and due to lack of any existing paths or trails in the area. Therefore, subsequent planning and designing has proceeded according to the wishes of the County, and was generally accomplished before the Oregon "Bicycle Law" became effective. We have also considered the fact the City of Elgin's 1% of Highway revenues is less than $250.00; consequently the statute does not apply in this case.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

RHP:ljt jf

bc: George Baldwin
Tom Edwards
F. B. Klaboe
H. S. Cox

Form FHWA-121 (12-67)
UNITED STATES GOV NMENT

FAS 952

Memorandum

U.S. DE RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 9, 1972

In reply refer to: 10-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-588(1)
Grande Ronde River Bridge
Design Criteria

Reference is made to Mr. Cox's February 1 letter on the above subject. It appears from the proposed dimensions described in the above letter that perhaps serious consideration has not been given to the potential development of the area. There is an existing residential area and park directly adjacent to the westerly end of the site with a strong possibility that residential development will extend across the river once an adequate bridge is provided.

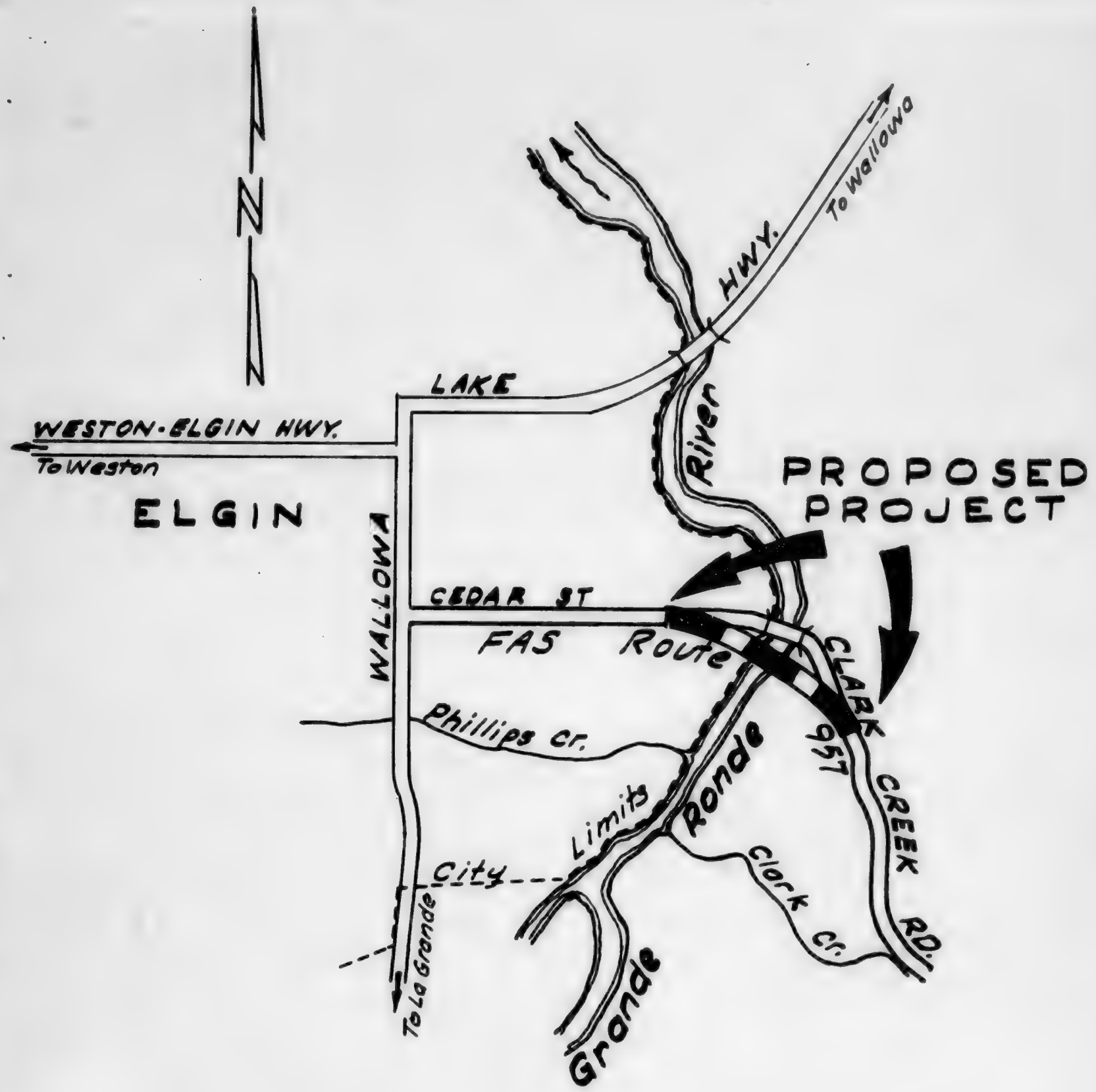
It would appear, therefore, that any design for a structure in this setting would, as a minimum, provide for pedestrian and bicycle traffic in addition to adequate width for vehicular traffic. We believe that traffic alone is not an adequate criteria for the design of this structure.

RECEIVED
COUNTY & CITY SECTION
FEB 14 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ OE ☐ RE ☐ RPE ☐

RECEIVED
FEB 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN



GRANDE RONDE RIV. (CLARK CR.) BR. SECT.

CLARK CREEK ROAD

Union County

RECEIVED
FEB 28 1972
FOR FILING

7765

February 22, 1972

Executive Department
Federal Aid Coordination Section
Room 301, Public service Building
Salem, Oregon 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Secondary project.

Item No.	Project No.	Name
1079	S-588(2)	Grande Ronde Riv. (Clark Cr.) Br. Sec. (PNRS #71.0300)

Very truly yours,

George H. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
L. H. YOUNG

L. H. Young
Programing Engineer

Encls.

JG:dg
cc R. H. Chase
B. L. Gifford

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

February 1, 1972

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Re: Grande Ronde River (Clark Creek)
Bridge Section
Clark Creek Road, FAS 957
Union County

Dear Mr. Simpson:

Program approval has been given for the preliminary engineering on the subject project to be done by the consultant firm of Oregon Bridge Engineering Company. It was originally anticipated that the structure would be designed with a travel width of 32 feet and a length of approximately 200 feet.

Oregon Bridge Engineering Company completed the design of the structure and transmitted advance plans to Union County for review. The County, having reviewed the plans and finding no objection to the designed geometrics, sent them to us for review and examination. The design of the structure now shows a length of 183 feet and a travel width of 28 feet.

We feel that the presently designed 28-foot width rather than the originally proposed 32-foot width is more compatible to present and future traffic loads. Our Traffic Section informs us that current ALT is 150, and projected 1991 ADT is 300. The Oregon Secondary Road Plan Agreement using AASHO's Geometric Design Standards for Highways Other Than Freeways, 1969, indicate that a route carrying this amount of traffic should have 20 feet of travel surface plus 4-foot shoulders which amounts to 28 feet total top width. Since the structure width will equal the travel surface plus full shoulder width of the approaching facility, we recommend the clear roadway width of 28 feet on the new structure and your concurrence is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

RECEIVED
FEB 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

HR:ljt

cc: R. L. Schroeder
W. J. Hart

Form E-123

RECEIVED
OCT 1 1971
FOR FILING
7765

377

October 5, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Re: Consultant Agreement
Oregon Project S-388(1)
Grande Ronde River Br. (10795A)
Clark Creek Road, FAS 957, Union County
Your Ref: 08-35-EC

In line with Item 1 of your July 29 memo, enclosed are three copies of revised page 7 for the consultant agreement forwarded to you on July 19.

The consultant was told that he could proceed with the preliminary phase of the work on September 20, 1971, and has been advised of the contents of your July 29 memo.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Enc.
cc R. L. Porter
Tom Edwards
H. S. Cox
I. D. Merchant
V. E. Skoog
L. H. Young
H. S. Coulter

CAG:ag ms

plus a fixed amount for profit not to exceed $ 10,015.00 , except as stipulated in IV-E.

Partial payments may be made monthly based on approved invoices plus a percentage of the fixed fee directly related to the percentage of construction work completed.

C. No retained percentages will be withheld from the Consultant's bills.

D. RETENTION OF RECORDS AND DOCUMENTS

The Consultants agree to maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract, for inspection by the State, Federal Highway Administration, or any authorized representatives of the Federal Government and copies thereof shall be furnished if requested.

IV. MISCELLANEOUS PROVISIONS

A. COVENANT AGAINST CONTINGENT FEES

The Consultants warrant that they have not employed or retained any company or person, other than a bona fide employee working solely for the Consultants, to solicit or secure this contract, and that they have not paid or agreed to pay any company or person, other than a bona fide employee working solely for the Consultants any fee, commission, percentage, brokerage fee, gifts, or any other consideration, contingent upon or resulting from the award or making of this contract. For breach or violation of this warranty, the County shall have the right to annul this contract without liability.

B. PROHIBITION AGAINST HIRING PERSONNEL

The Consultants shall not engage, on a full or part-time basis during the period of the contract, any professional or technical personnel who are or have been at any time during the period of the contract in the employ of the Federal Highway Administration or the highway organization of any state, county, or city, except regularly retired employees, without the written consent of the public employer of such person.

C. DESIGN STANDARDS AND PROCEDURES

The design standards and procedures for this project shall be governed by the Oregon State Highway Division "Secondary

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 29, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-588(1)
Consultant Agreement - Oregon Bridge Engineering Company
Grande Ronde River Bridge
Clark Creek Road - FAS 957
Union County

The proposed agreement with Oregon Bridge Engineering Company has been reviewed and is considered to be generally satisfactory. The agreement is approved subject to the following comments:

1. Paragraph III B Page 7, indicates a maximum amount of $950. Based on Exhibit "D" this amount should be $10,015. Please send us revised sheets.

As stated in our March 15, 1971, memorandum the percentages shown for payroll additives and overhead costs are only provisional to be used for progress payments. Actual percentages in effect during the life of the agreement must be determined by audit.

2. Exhibit "C" Page 2, represents a summary of overhead costs. A question was raised on this exhibit in our March 15 memorandum. This question still exists. The percentage for vacation, sick leave and holidays has been added to management and adminstration. The percentage for outside professional services still remains and payroll taxes are now shown as business taxes and licenses. A determination should be made at the time of audit as to the eligibility of these items under PPM 40-6.

3. The consultant should not be authorized to proceed with work under this agreement until the environmental statement requirements, the public hearing requirements and the design approval requirements have been met.

RECEIVED
COUNTY & CITY SECTION
AUG 6 - 1971
AEJ
☐ ENGR. ☐ CSGR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

(more)

RECEIVED
AUG 5 1971
BRIDGE DIVISION
NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

4. Any work under this agreement by the consultant prior to your authorization to proceed will not be eligible for Federal participation.

cc:
Lause
OSHD (R H Prange)
Region (08-00.331)

RECEIVED
AUG 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 5 1971
BRIDGE DIVISION

10795A

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1971

To: Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

SUBJECT: Consultant Agreement
Grande Ronde River (Clark Cr.) Bridge
Clark Creek Road, FAS 957
Union County

Attached are three copies of a Consultant Agreement between Union County and Oregon Bridge Engineering Company covering the design and construction engineering for the Grande Ronde River (Clark Creek) Bridge on the Clark Creek Road, FAS 957 in Union County. After approval of the agreement and consultant's certification by the Highway or Deputy Highway Engineer, will you please transmit same to the Federal Highway Administration for approval.

The project including the engineering work by consultants was approved by the Highway Commission at its June 22 meeting. The figures quoted in the agreement have been checked by the Bridge Section and found to be acceptable.

Pursuant to Paragraph 2b of PPM 40-6, your letter of transmittal for approval of the proposed consultant agreement by the FHWA should contain statements as to the necessity for the employment, the adequacy of the qualifications of the consultant and the reasonableness of the payment.

H. S. Cox
County and City Engineer

By
R. H. Prange
Rural Engineer

RHP:lat
Att.

RECEIVED
JUL 9 1971
BRIDGE DIVISION

RECEIVED
JUL 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP 52475-734

RECEIVED
MAR 26 1971
FOR FILING
7765

March 19, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Consultant Agreement
Grande Ronde River Bridge
Your Ref: 08-35-EC/350.1

Mr. R. H. Prange of our County-City Section will contact you in the near future to go over the items concerning the subject agreement which you brought up in your March 15 letter.

Very truly yours,

R. L. Porter
State Highway Engineer

By

NOTED
F. B. KLABOE

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
I. D. Merchant
H. S. Cox
V. E. Skoog
L. H. Young
CAG:ag ms

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: March 15, 1971

In reply refer to: 08-35-EC/550.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Draft Consultant Agreement - Oregon Bridge Engineering Company
Design and Construction Engineering - Grande Ronde River Bridge

Preliminary draft copies of the subject consultant engineering agreement were submitted to this office for review and comments. We have now received comments from our Regional office and offer them for your consideration prior to executing the agreement. Consideration of the following comments would be appreciated:

1. Paragraph I.A.1. Field Surveys - This paragraph is unclear as to whether the consultant is to perform a location study for the new bridge site. If such work is required, the agreement should indicate the extent of the consultant's activities for both the structure and the approaches. The agreement does not indicate that the location of the new structure will be subject to review and approval. The agreement should also indicate that design for the bridge approaches is not a part of this agreement.

2. There appears to be contradiction in Paragraphs I.A.3. and I.B.2. regarding who will perform the foundation investigation.

3. Paragraph I.A.8. - Supervision of Construction - In keeping with the provisions of Paragraph 6.b. of PPM 40-6, we suggest the title of Paragraph I.A.8. of the agreement might instead be indicated as "Construction Engineering and Inspection by Consultants".

4. Paragraph III.B. - The basis of payment clause for the cost plus fixed fee is written in a manner that suggests a specified total payment to the consultant without regard to actual costs. It would be more appropriate to indicate that the consultant will be reimbursed for actual costs plus a specified amount for profit (fixed fee). A maximum amount of payment under the agreement can be established but there needs to be provision in this paragraph for adjustment of the maximum amount if additional costs are incurred and for adjustment of the fixed fee in the event of a change in the

(more)

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MAR 18 1971
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

character, scope, or complexity of the work. This paragraph should indicate the provisional rates for payroll additives and indirect costs subject to final audit. This paragraph could also include provision for payment of direct nonsalary costs.

5. Paragraph III.C. - We would anticipate that partial payments to the consultant for cost plus fixed fee work would be on the basis of periodically submitted and approved invoices plus a percentage of the fixed fee.

6. No provision has been included for final payment. Perhaps the State would desire to include a provision for final payment of the lump sum design fee upon completion and submission of the design documents and a separate provision for final cost plus fixed fee payment upon completion of the construction project.

7. Paragraph IV.F. - We suggest that the last word in the paragraph be revised from "Arbitration" to "Disputes".

8. Exhibit C - Preliminary Engineering Costs and supporting data - It appears there may be a duplication of certain items included as payroll additives and as overhead charges in that we generally do not find payroll related items such as vacation, sick leave, payroll taxes, pensions, etc. also listed under overhead charges when they have been included as payroll additives. Including these items in both categories suggests the possibility of double payment for these items. The item of "Outside Consulting Services" included in overhead charges may warrant examination to determine if such services are on a continuing basis and not chargeable to individual contracts.

9. The consultant should furnish a breakdown of estimated costs for the cost plus fixed fee portion of the work.

We would be happy to discuss the above comments with you. At the time the agreement is submitted in its final form prior to execution please submit the necessary engineering estimates for comparison with the consultants' estimates, a statement as to why it is necessary to employ a consultant, and comments concerning the ability to complete the work in a satisfactory manner.

cc:
Region (08-00.331)

RECEIVED
MAR 18 1971
BRIDGE DIVISION

ROUGH DRAFT
RHP:ljt
2/11/71

AGREEMENT

THIS AGREEMENT, made and entered into by and between UNION COUNTY, by and through its County Court, hereinafter called "County," and the firm of Oregon Bridge Engineering Company, Consulting Engineers, an Oregon corporation, acting by and through its company officers, hereinafter called "Consultants";

W I T N E S S E T H

RECITALS:

WHEREAS, the County proposes to construct the Grande Ronde River Bridge on Clark Creek Road in Union County as a Federal Aid Secondary Highway project,and

WHEREAS, it is the purpose of the County to retain the services of the Consultants to perform the preliminary engineering required to survey, completely design, and prepare construction plans and cost estimates for said project, and

WHEREAS, it is also the purpose of the County to retain the services of the Consultants to perform the construction engineering required to complete the construction of the project,and

WHEREAS, the County has authority under the laws of the State of Oregon to enter into this agreement and assume the obligations as herein set forth, and

WHEREAS, the Consultants represent that they are Registered Engineers in Oregon, or have become qualified in Oregon to perform the engineering services required prior to the signing of this agreement; will have properly trained and experienced personnel available to perform the services within the prescribed time limit; and have signified their willingness to furnish the engineering services for the County.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each as hereinafter set forth, said parties hereto do hereby agree as follows:

I. DESCRIPTION OF WORK TO BE ACCOMPLISHED

A. WORK TO BE DONE BY CONSULTANT

The Consultants agree to perform the services as hereinafter described furnishing all personnel, materials, supplies, equipment and other incidentals necessary or convenient to the successful completion of the work in accordance with the standards, procedures and regulations of the Oregon State Highway Division and the U. S. Department of Highways and the U. S. Department of Transportation, Federal Highway Administration, established to carry out certain provisions of the Federal Aid Highway Act.

1. Field Surveys. All surveys necessary for the relocation, vicinity map, design and preparation of estimates and contract plans.

2. Design of Structure. This item shall consist of the comprehensive design of the structure for the project including all detailing, except shop details and the determination of all plan quantities. Said structure shall be designed in accordance with current A.A.S.H.O. Specifications for Highway Bridges, using an H-20 or greater design loading.

At the appropriate time the Consultants shall transmit the following items to the County and the Oregon State Highway Division for review and approval:

(a) General structure layouts prior to detailed design of the structure.

(b) The completed design plans, foundation data, and hydraulic study.

3. Materials and Subsurface Investigations for Structure. All investigations shall be conducted in accordance with procedures and practices of the Oregon State Highway Division. Consultant shall be responsible for all foundation investigation and evaluation.

4. Hydraulic Design. Hydraulic design shall consist of all studies necessary to design the project.

The Consultants shall evaluate flood hazards throughout the project and shall give serious consideration to avoid areas subject to flooding. If an encroachment of a flood plain is necessary, an evaluation shall be made of the flood potential, the effect of the flood potential on the project and the effect of the project construction on the flood hazard.

5. Utility Adjustments. The Consultants shall determine the location of and plot all utilities on the plan sheets. When it has been determined which utilities will be affected by the design and must be relocated, proposed plans shall be furnished to the County who will arrange for any utility removal or adjustment.

6. Plans, Specifications and Estimates for Structure. Complete construction plans shall be prepared to the scale and in such detail to comply with the standard procedures of the Oregon State Highway Division.

The plans shall be developed to meet the requirements of the Oregon State Highway Division's Standard Specifications for Highway Construction, supplemental specifications and required Special Provisions currently in use for the required work.

The Consultants shall write all needed Special Provisions for the work.

The Consultants shall prepare a complete, comprehensive and accurate Summary of Quantities and Estimate of Costs to be submitted with the final plans,

It is the intent of the County that the Consultant's final plans, special provisions, Summary of Quantities and Estimate of Costs be in a

condition ready for the normal advertising of a construction contract in accordance with Oregon law and procedure except for those services to be performed prior to the advertising, by the Oregon State Highway Division as designated elsewhere in this agreement.

7. Plans, Drawings and Documents to be Furnished by the Engineers. Upon completion of the work specified herein, all material and documents, including but not necessarily limited to the following data, acquired or produced by the Consultants in conjunction with the preparation of the plans shall be delivered to and become the property of, without restriction or limitation of their future use, the State.

(a) Field notes of all surveys (if requested by the State).

(b) Field notes for all survey reference ties.

(c) Field notes for all required investigations (if requested by the State).

(d) Hydrologic and hydraulic reports.

(e) Original drawings and tracings of profile sheets and structure plans.

(f) Construction cost estimate.

(g) Special provisions.

(h) Letter of transmittal containing the Engineer's Project Design Report.

8. Supervision of Construction by Consultants. Upon the award of a construction contract by the Oregon State Highway Division, the Consultants shall provide adequate and qualified engineering personnel to perform field and construction engineering as follows:

Furnish all lines and grades;
Check and approve all shop drawings and rebar details;
Provide all onsite and offsite inspections necessary for construction of the structure except as listed under Paragraph B;
Prepare weekly construction reports and monthly estimates;
Prepare necessary change orders and price agreements for approval.
Conduct final inspection; and
Prepare final reports and "as constructed" drawings.

B. WORK TO BE DONE BY OTHERS

1. County. County shall cause to be moved all utilities, obtain all rights-of-way, and construct roadway approaches to the structure.

2. State.

a. Preliminary engineering work to be done by the Oregon State Highway Division may include but not necessarily be limited to the following:

Materials sampling, testing, and analysis;
Foundation borings;
Hydraulics studies review;
Review and approve Consultants plans, estimates, and special provisions;
Prepare title sheet, furnish standard drawings, print and assemble plans, special provision, and contract;

b. Construction engineering work to be done by the Oregon State Highway Division may include but not necessarily be limited to the following:

Materials sampling, testing and analysis;
Inspect batch plant, and construction of precast members as required;
Furnish copies of test reports and other data to the Consultant;

c. Following the award of a contract the State Highway Division shall provide a full-time State-employed engineer in responsible charge and direct control of the project at all times.

C. INSPECTION OF WORK IN PROGRESS

It will be the responsibility of the Consultants to arrange for at least three scheduled conferences with authorized representatives of the County, Oregon State Highway Division, and the Consultants. The three conferences will consist of the following:

1. Pre-operational conference.
2. Preliminary design conference.
3. Final Design conference.

It is mutually agreed that all portions of the work covered by this agreement shall be subject to review and inspections by duly authorized representatives of the County, the Oregon State Highway Division, and the Federal Highway Administration at such time or times as deemed appropriate.

It is further mutually agreed that any duly authorized representatives of the County, the Oregon State Highway Division, and the Federal Highway Administration may request and obtain conferences, visits to the site, and inspection of the work at any reasonable time.

D. MONTHLY PROGRESS REPORT

The Consultants shall submit to the County, with a copy to the Oregon State Highway Division, a monthly progress report of work done on the project.

E. APPROVALS

When the final plans and supporting data are completed and delivered to the County, they shall be reviewed by the County and the Oregon State Highway Division for conformance with those standards and procedures which have been adopted by the Oregon State Highway Division.

Approval of the plans for conformance to the adopted standards and procedures does not absolve the Consultants for inaccuracy of their field work, investigations, design, and other data required for the preparation of these plans.

II. TIME

It is agreed that the Consultant shall start performance under this contract not later than ____ calendar days after notification in writing by the County to proceed, and will have completed the services heretofore described up to the point of submitting the plans to the Oregon State Highway Division within ____ calendar days thereafter. If, in the opinion of the County, an extension of time is warranted due to major changes required by the County, or due to weather conditions or other factors beyond the control of the Consultants, the County shall determine the amount of such extensions in time and shall grant such extensions in writing.

III. PAYMENT

A. PRELIMINARY AND DESIGN ENGINEERING FEE

In consideration of the terms and obligations of this Agreement, the County agrees to pay to the Consultants, as full compensation for the services herein described, the lump sum of _____ Dollars.

B. CONSTRUCTION ENGINEERING FEE

The County also agrees to pay to the Consultants as full compensation for the construction engineering services herein described, the sum of _____ Dollars, based on the Consultant's actual cost plus a fixed amount.

C. Partial payments for the Consultant's engineering services may be made monthly on an estimated percentage of the completed work.

D. No retained percentages will be withheld from the Consultant's bills.

E. RETENTION OF RECORDS AND DOCUMENTS

The Consultants agree to maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract, for inspection by the State, Federal Highway Administration, or any authorized representatives of the Federal Government and copies thereof shall be furnished if requested.

IV. MISCELLANEOUS PROVISIONS

A. COVENANT AGAINST CONTINGENT FEES

The Consultants warrant that they have not employed or retained any company or person, other than a bona fide employee working solely for the Consultants, to solicit or secure this contract, and that they have not paid or agreed to

pay any company or person, other than a bona fide employee working solely for the Consultants any fee, commission, percentage, brokerage fee, gifts, or any other consideration, contingent upon or resulting from the award or making of this contract. For breach or violation of this warranty, the County shall have the right to annul this contract without liability.

B. PROHIBITION AGAINST HIRING PERSONNEL

The Consultants shall not engage, on a full or part-time basis during the period of the contract, any professional or technical personnel who are or have been at any time during the period of the contract in the employ of the Federal Highway Administration or the highway organization of any state, county, or city, except regularly retired employees, without the written consent of the public employer of such person.

C. DESIGN STANDARDS AND PROCEDURES

The design standards and procedures for this project shall be governed by the Oregon State Highway Division "Secondary Road Plan."

D. PROJECT DEVELOPMENT, METHODS AND FORMS

The Consultants shall use the Oregon State Highway Division's procedures, standards and related specification and forms as a guide in the development and prosecution of the project.

E. CHANGES IN WORK

In the event the County decreases or increases the amount of work specified under this agreement or in the event it becomes necessary to change any of the work that has been approved and/or accepted by the County, this agreement shall be amended or supplemented as to time for completion and compensation in such a manner as to be mutually acceptable to the parties hereto, and shall have the approval of the State Highway Division and the Federal Highway Administration.

If any amendment or supplement is made to this agreement covering changes not within the scope of the services to be supplied herein and such changes are to be paid for in part with Federal Aid highway funds in the costs resulting therefrom, said amendment or supplement shall have the prior approval of the State Highway Division and the Federal Highway Administration in writing, before proceeding with the changes specified therein.

F. TERMINATION

The County reserves the right to terminate this agreement at any time, upon written notice in the event of any of the following contingencies.

1. At the termination of any phase of the agreement.
2. If the project is abandoned or indefinitely postponed.
3. If the Consultant's services are, in the judgment of the County, unsatisfactory.
4. If the Consultants fail to prosecute the work with due diligence or fail to complete the work within the time limits specified herein or as subsequently extended.

In the event the County terminates this agreement, the County shall be obligated to pay the Consultants an amount equal in value to that of the services satisfactorily performed until the time of the termination. If the parties hereto are unable to agree on the value of the completed work, the controversy shall be settled as set forth in the following Subsection G - "Arbitration."

G. DISPUTES

Should any dispute regarding this agreement arise between the parties hereto, the matter shall be referred to the State Highway Engineer, or his duly authorized representative(s) whose decision regarding the controversy shall be final.

H. HOLD HARMLESS

The Consultants are an independent engineering organization not an agent or employee of the County, and shall save County and representatives thereof, harmless from all suits, actions or claims of any kind brought on account of any injuries or damages sustained by any person or property in consequence of any neglect in safeguarding the work, or on account of any act or omission by the Consultants or his employees, or from any claims or amounts arising or recovered under the Workmen's Compensation Laws or any other law, by-law, ordinance, regulations, order or decree. The Consultants shall be responsible for all damage to property and personal injury of any kind resulting from any act, omission, neglect, or misconduct of any employee or agent of said Consultants in the manner and method of performing the work for the duration of this Agreement.

I. GENERAL COMPLIANCE WITH LAWS

It is understood that all work shall be performed in compliance with Federal, State, and local laws and the rules and regulations of the Secretary of Transportation made pursuant to Title 23, U.S. Code.

J. CERTIFICATION

1. The County and the Consultants represent and hereby certify that the Consultants and their representatives have not been required, directly or indirectly, as an express or implied condition in connection with obtaining or carrying out this contract to:

   (a) Employ or retain, or agree to employ or retain, any firm or person, or

   (b) Pay, or agree to pay, to any firm, person, or organization, any fee, contribution, donation or consideration of any kind.

The parties make this representation and certification as a part of this agreement for the purpose of assuring the State of Oregon, acting by and through its State Highway Engineer, of compliance with Federal And State Law in this respect so that the State Highway Engineer may further certify to the conditions hereinabove set forth to the United States Department of Transportation, Federal Highway Administration.

The parties to this agreement understand that such representations and certifications are subject to all applicable State and Federal laws, rules, and regulations, both civil and criminal.

K. CIVIL RIGHTS ACT

During the performance of this contract, the Consultants, for themselves, their assignees and successors in interest agree to the provisions of the Civil Rights Act of 1964 as follows:

1. Compliance with Regulations: The Consultants will comply with the Regulations of the Department of Transportation relative to nondiscrimination in Federally-assisted programs of the Department of Transportation (Title 15, Code of Federal Regulations, Part 8, hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. Nondiscrimination: The Consultants, with regard to the work performed by them after award and prior to completion of the contract work, will not discriminate on the ground of race, color, or national origin in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The Consultants will not participate either directly or indirectly in the discrimination prohibited by Section 8.4 of the Regulations, including employment practices when the contract covers a program set forth in Appendix A-II of the Regulations.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the Consultants for work to be performed under a subcontract, including procurements of materials or equipment, each potential subcontractor or supplier shall be notified by the Consultants of the Consultants obligations under this contract and the Regulations relative to nondiscrimination on the ground of race, color, or national origin.

4. Information and Reports: The Consultants will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and will permit access to their books, records, accounts, other sources of information, and their facilities as may be determined by the State Highway Division or the Federal Highway Administration, to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of the Consultants is in the exclusive possession of another who fails or refuses to furnish this information, the Consultants shall so certify to the State Highway Division, or the Federal Highway Administration, as appropriate, and shall set forth what efforts they have made to obtain the information.

5. Sanctions for Noncompliance: In the event of the Consultant's non-compliance with the nondiscrimination provisions of this contract, the State Highway Division shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including but not limited to:

(a) withholding of payments to the Consultants under the contract until the Consultants comply, and/or

(b) cancellation, termination or suspension of the contract, in whole or in part.

6. Incorporation of Provisions: The Consultants will include the provisions of paragraphs (1) through (6) in every subcontract, including procurements

of materials and leases of equipment, unless exempt by the Regulations, orders, or instructions issued pursuant thereto. The Consultants will take such action with respect to any subcontract or procurement as the State Highway Division or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided however, that, in the event the Consultants become involved in, or are threatened with, litigation with a subcontractor or supplier as a result of such direction, the Consultants may request State to enter into such litigations to protect the interest of the State, and, in addition, the Consultants may request the United States to enter into such litigation to protect the interests of the United States.

L. CONFLICTS OF INTEREST

The following section of the Regulations for the Administration of Federal Aid for Highways, effective May 11, 1960, is given below for the information of all concerned.

No official or employee of a State or any other governmental instrumentality who is authorized in his official capacity to negotiate, make, accept or approve, or to take part in negotiating, making, accepting or approving any contract or subcontract in connection with a project shall have, directly or indirectly, any financial or other personal interest in any such contract or subcontract. No engineer, attorney, appraiser, inspector or other person performing services for a State or a governmental instrumentality in connection with a project shall have, directly or indirectly, a financial or other personal interest, other than his employment or retention by a State or other governmental instrumentality, in any contract or subcontract in connection with such project. No officer or employee of such person retained by a State or other governmental instrumentality shall have, directly or indirectly, any financial or other personal interest in

any real property acquired for a project unless such interest is openly disclosed upon the public records of the State Highway Division and of such other governmental instrumentality, and such officer, employee or person has not participated in such acquisition for and in behalf of the State. It shall be the responsibility of the State to enforce the requirements of this section.

M. SUBLETTING

The services to be performed under this agreement shall not be assigned, sublet or transferred without the written approval of the County and State Highway Division.

N. PERMITS AND LICENSES

The Consultants shall procure all permits and licenses, pay all charges, fees and taxes and give all notices necessary and incidental to the due and lawful prosecution of the work.

O. PATENTS

The Consultants shall hold and save harmless the County and its agents from any and all claims for infringement by reason of the use of any patented design, device, material process, any trademark or copyright.

P. EXHIBITS

There are attached hereto and made a part of this agreement the following Exhibits:

Exhibit "A", executed Certification of Consultant.

Exhibit "B", Requirement for Contract Drawings.

Exhibit "C", Preliminary Engineering Costs and supporting data.

Exhibit "D", Construction Engineering Costs.

IN WITNESS WHEREOF: The parties hereto have set their hands and seals the day and year in this contract first above written.

ATTEST:

_____
(Clerk)

SEAL:

UNION COUNTY, by and through its County Court

By _____
Judge

By _____
Commissioner

By _____
Commissioner

APPROVAL:

_____
Oregon State Highway Division

OREGON BRIDGE ENGINEERING COMPANY, Consulting Engineers

By _____

RHP:jjt
2/23/71

7765

August 27, 1971

EVENING OBSERVER, La Grande, Oregon 97850

RECORDER, Elgin, Oregon 97827

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in or near the city of Elgin, Union County, Oregon, relative to the proposed construction of the Grande Ronde River (Clark Creek) Bridge Section on Clark Creek Road.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, September 2, 1971, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. H. S. Coulter, Regional Engineer in La Grande, 963-3177.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:lat
Att: Notice

cc: Federal Highway Administration
Program and Planning, 2
Accounting: 531-1405-980
County and City Section
Public Information
H. S. Coulter, Regional Engineer
R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
Victor Wolfe
F. L. Hall
D. H. Moehring
R. N. Chase
B. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, at the request of the Union County Court, has approved the location and design of the Grande Ronde River (Clark Creek) Bridge on Clark Creek Road, effective August 26, 1971.

The proposal consists of constructing a reinforced concrete bridge 32 feet wide and approximately 200 feet long over the Grande Ronde River on revised alignment at the easterly city limits of Elgin. The County will construct the approaches and connections.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

RHP:lat
8/27/71
EVENING OBSERVER, La Grande
RECORDER, Elgin

LOCATION - DESIGN APPROVAL

COUNTY: Union

SECTION: Grande Ronde River (Clark Creek) Bridge

FAS NO.: 957

ROAD NAME: Clark Creek Road

PROJECT DESCRIPTION: Construct a reinforced concrete bridge 32 feet wide and approximately 200 feet long on revised alignment over the Grande Ronde River on Clark Creek Road at the easterly city limits of Elgin. County will construct approaches and connections.

ESTIMATED COST: $130,000

HIGHWAY COMMISSION APPROVAL: June 22, 1971

HEARING: Opportunity afforded, no requests received.

STATE CLEARINGHOUSE REVIEW: June 14, 1971

SECTION 204 REVIEW: None required.

HEARING CERTIFICATION: August 2, 1971 by R. L. Porter

ENVIRONMENTAL STATEMENT: Negative Declaration, August 12, 1971 by F. B. Klaboe

REMARKS: Consultant Agreement approved by FHWA July 29, 1971.

APPROVED: August 26 19 71

Assistant State Highway Engineer

7765

August 13, 1971

EVENING OBSERVER, La Grande, Oregon 97850

RECORDER, Elgin, Oregon 97827

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in or near the City of Elgin, Union County, Oregon, relative to the proposed construction of the Grande Ronde River (Clark Creek) Bridge Section on Clark Creek Road.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, August 19, 1971, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. H. S. Coulter, Regional Engineer in La Grande, 963-3177.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:lat
Att: Notice

cc: Federal Highway Administration
Program and Planning, 2
Accounting: 531-1405-980
County and City Section
Public Information
H. S. Coulter, Regional Engineer
R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor Wolfe
F. L. Hall
D. H. Moehring
R. N. Chase
B. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Union County Court, having received no requests for a public hearing and, after study of the engineering, environmental and socio-economic aspects, has requested the Oregon State Highway Division's location and design approval of the Grande Ronde River (Clark Creek) Bridge Section on Clark Creek Road, Union County, Oregon.

The proposal consists of constructing a reinforced concrete bridge 32 feet wide and approximately 200 feet long over the Grande Ronde River on revised alignment at the easterly city limits of Elgin. Union County will construct approaches and connections.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * *

RHP:lat
8/13/71

EVENING OBSERVER, La Grande
RECORDER, Elgin

RECEIVED
AUG 13 1971
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

SUBJECT: Grande Ronde R. (Clark Cr.) Sec.
Clark Creek Road, FAS 957
Union County

The subject environmental impact statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the social, economic and ecological aspects of the project.

If you agree as to the adequacy of this declaration, please indicate concurrence as the FHWA agent for secondary projects by signing each declaration in the space provided and returning same to this office for distribution.

Rec'd to Tebeau 8-12-71

W. H. Tebeau
W. H. Tebeau
Assistant Program & Planning Engineer

SJC:bb
Attach.

cc: V. D. Wolfe, w/encl.
F. L. Hall
W. H. Tebeau
B. L. Gifford

RECEIVED
AUG 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOT
F. B. KL

RECEIVED
AUG 12 1971
FOR FILING

7765

Salem, Oregon
August 12, 1971

Grande Ronde R. (Clark Cr.) Sec.
Clark Creek Road, FAS 957
Union County

Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

5-588(1)
as-957
Br. # 107954

The subject environmental impact statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the social, economic and ecological aspects of the project.

If you agree as to the adequacy of this declaration, please indicate concurrence as the FHWA agent for secondary projects by signing each declaration in the space provided and returning same to this office for distribution.

W. H. Tebeau
Assistant Program & Planning Engineer

SJC:bb
Attach.

cc: V. D. Wolfe, w/encl.
F. L. Hall
W. H. Tebeau
B. L. Gifford

RECEIVED
AUG 13 1971
FORM E-30 (REV. 10-69)
FOR FILING

7765

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1971

SUBJECT: Grande Ronde River (Clark Creek) Section
Clark Creek Road, FAS 957
Union County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

This negative declaration is preceding our location and design approval request for this FAS-C project.

LOCATION AND DESCRIPTION OF PROJECT The proposed project is located on Clark Creek Road at the easterly City limits of Elgin.

The proposal consists of replacing the existing steel bridge over the Grande Ronde River with a reinforced concrete structure approximately 200 feet long and 32 feet wide on revised alignment. The construction of the new structure will be performed by contract; Union County will construct the approaches and connections, place any necessary riprap, remove the existing bridge, and acquire right-of-way.

PURPOSE OF PROJECT The purpose of the project is to replace an existing narrow lightweight steel truss structure consisting of one 16-foot frame trestle span and one 119-foot through steel truss span with a 14-foot, 4-inch roadway. The present bridge was built in 1907 and now carries an 8-ton load limit.

The proposed structure will be upstream (southerly) from the existing bridge. The revised alignment is intended to relieve a sharp curve at the easterly end, thus providing a safer and more convenient route for the motorist.

DISCUSSION OF ENVIRONMENTAL IMPACTS Clark Creek Road is an important arterial. It serves as a farm-to-market, school bus, and mail route for the surrounding community and the City of Elgin. By the replacement of the existing facility along Clark Creek Road, motorist safety will be significantly improved. The project will also provide more efficient fire protection to the residences along the road because heavy fire fighting equipment cannot travel over the present bridge.

The project, being on a new alignment will require the acquisition of right-of-way; however, the property to be acquired is not suitable for agricultural purposes and other developments are unlikely.

All necessary precautions will be taken during construction of the project so that there will be a very minimal, if any, detrimental impact on the river, its aquatic resources, and the natural environment in general.

There are no recreational facilities or wildlife nesting or feeding grounds which will be affected by the project.

Minor inconvenience to the road users will occur during construction; however, adequate signing for the temporary protection and direction of the traffic will be provided.

The opportunity for a public hearing was offered by the Union County Court and no requests for a hearing were received.

BASIS FOR NEGATIVE DECLARATION The proposed project, although not extensive in nature, is an important element in Union County's planned development of its road system. The benefits of the finished project will outweigh any temporary inconveniences to the road users, and any detrimental effects to the local environment will be negligible; therefore, approval of this negative declaration is justified.

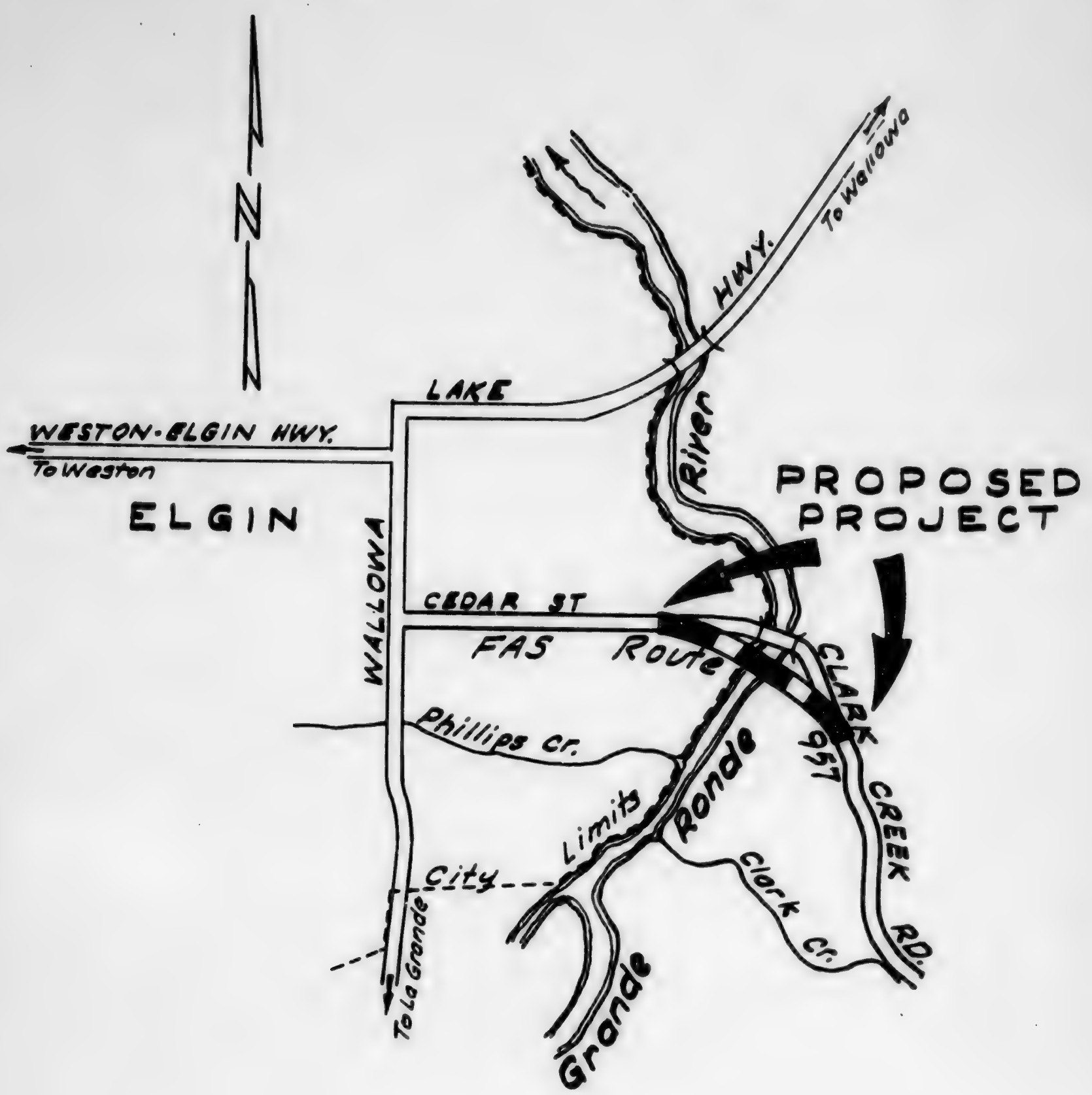
H. S. Cox
County and City Engineer

By
Robert H. Prange
Rural Engineer

RHP:lat

Endorsement of the Oregon State Highway Division

Concur _____ Date 8-12-71
Asst. State Highway Engineer



GRANDE RONDE RIV. (CLARK CR.) BR. SECT.

CLARK CREEK ROAD

Union County

RECEIVED
AUG 3 - 1971
FOR FILING

FORM E-10 (REV. 10-69)

7765

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

August 2, 1971

SUBJECT: Grande Ronde River (Clark Creek)
Bridge Section
Clark Creek Road, FAS 957
Union County

To: Mr. R. L. Porter
State Highway Engineer

BUILDING

Attached for your signature are two copies of a hearing certification required by Section 128, Title 23 U.S.C.

We have on file Affidavits of Publication and letters from Union County stating that the opportunity for a public hearing was afforded the public relative to the proposed project and that no one requested a hearing.

If approved, will you please return a signed certification to this office for filing and further distribution.

H. S. Cox
County and City Engineer

By

Robert H. Prange
Rural Engineer

RHP:ljt
Att.

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
L. H. Young
F. L. Hall
R. N. Chase

RECEIVED
AUG 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
R. L. PORTER

SP*52475-734

MEMORANDUM TO THE FILE

Re: Grande Ronde River (Clark Creek) Bridge Section
Clark Creek Road, FAS 957
Union County

I certify in behalf of the Oregon State Highway Division that the opportunity to request a location-design hearing was afforded the public relative to the proposed project on the Grande Ronde River (Clark Creek) Bridge Section on Clark Creek Road, FAS 957, in Union County, and that no requests for a hearing were received.

I further certify that the Highway Division, with Union County, has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

By _____ Date 8-2-71

8/2/71
RHP:ljt

TRANSACTION NUMBER 8-3

RM PR-48
V. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 7-29-71

BY (Signature): MR. YOUNG'S JULY 23, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

GE 1* M NOS. ___ THRU ___ / STAGE 2 ITEM NOS. 1064 THRU ___				
EM O.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
4	S-588(1)	0.04	11,000	6,900

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION: GRANDE RONDE RIVER (CLARK CREEK) BRIDGE SECTION

WORK: PRELIMINARY ENGINEERING

8-4-71

RICTED TOM EDWARDS

7-28-71

MARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING.

APPROVAL OF THE CONSULTANT AGREEMENT AND CONDITIONS GOVERNING AUTHORIZATION TO PROCEED WILL BE COVERED IN SEPARATE CORRESPONDENCE.

RECEIVED
AUG 5 - 1971
FOR FILING

RECOMMENDED SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
	JULY 29, 1971	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-

GPO 927-954

RECEIVED
JUL 26 1971
FOR FILING

7765

July 23, 1971

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Secondary project:

Item No.	Project No.	Name
1064	S-588(1)	Grande Ronde River (Clark Creek) Bridge Section. Clearinghouse # 71.0300

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

LHY-RNC:af

Enclosures

RECEIVED
JUL 26 1971
FOR FILING

7765

July 23, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one Secondary Preliminary Engineering Project, Item 1064, Project No. S-588(1), Grande Ronde River (Clark Creek) Bridge Section, which we desire to have included in the Federal-Aid Secondary Highway Program.

This project has been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

Enclosed are copies of the State and District 13 Clearinghouse approvals dated July 14, 1971 and July 6, 1971, respectively.

The preliminary Engineering under this program is to be accomplished by the engineering firm of "Oregon Bridge Engineering Company, Consulting Engineers". A copy of the consultant agreement as required was furnished your office under separate action for approval.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

LHY-PNC:af
Enclosures

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

7-23-71

FEDERAL-AID (PPM

CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd. Elgin S.E. 0.04 miles 55						ADT	PRESENT 150	FUTURE 300 (66)		YE (70)(71)				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Preliminary Engineering 62		NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)		SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)		PL. AU (74)					
CARD 4	CLASS OF FEDERAL FUNDS Secondary								COUNTY NAME Uni							
	NAME OF URBAN AREA 17-31								ROUTE NO. S		FEDERAL-A 957					

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	ESTIMATED PROJECT FEDERAL FUNDS
1	(14-18)	(15	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		Co. Rd. Elgin S.E. 0.04 miles	0.04	11,000	6,900
5					ROW		"Grande Ronde River (Clark Creek) Bridge Section"			
5					CONST (CODE)				(120,000)	
							PROJECT TOTALS	0.04	11,000	6,900

CARD	CODE	
1	1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23)(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	150	300	91	08	Oregon	35	022	1064

CY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
					S-	588(1)			

COUNTY NAME	CODE	PROGRAM STAGE
Union	061	[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	957	Co. Rd.	

ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
11,000	6,900	2,050	2,050(Co.)	Preliminary Engineering all phases including PS&E preparation. (Future 200' Bridge H.C. 32' on new alignment to replace existing bridge)
(120,000)				ROW - 60' normal; Access Control-none; Parking Restriction-None.
11,000	6,900	2,050	2,050 (Co.)	

REMARKS

USCOMM DUSCOMM-DC 48905-P61

GRANDE RONDE RIVER (CLARK CREEK) BRIDGE

Project S-588(1)

EXISTING FACILITY: 119' steel through truss with a 16' frame trestle approach span. H.C. 14'-8".

ADJACENT SECTIONS:

NORTH END: 28' gravel surfaced roadway.

SOUTH END: 30' gravel surface roadway.

PROJECT DATA: The work consists of all phases of preliminary engineering including PS&E for a 200' bridge, H.C. 32' on improved new alignment to replace existing 119' steel through truss H.C. 14'-8". This preliminary engineering work is to be accomplished by a Consulting Engineering firm known as "Oregon Bridge Engineering Company, Consulting Engineers". A copy of the consultants' contract was submitted for FHWA approval under separate action.

Public Hearing will be offered.

System Action, Railroads, Airports, Water Development, Recreational and Historical Areas: None Involved.

Relocation Assistance Payments will be made by Union County as required when they acquire the necessary rights-of-way.

State Clearinghouse approval received by letter dated July 14, 1971.

District 13 Clearinghouse approval received by letter dated July 6, 1971.

ROUTE DATA: This is a farm-to-market road; also a logging truck, school bus and mail route.

The State does not, at this time, have legal authority to control the use by Utilities of the right-of-way of the proposed project. A State-County agreement is being executed to comply with paragraph 6d(1) of PPM 30-4.1.

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1971.

RECEIVED
JUL 19 1971
FOR FILING

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
Director

July 14, 1971

Klamath

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: Grande Ronde River
(Clark Cr.) Br. Sec.
PNRS #71.0300

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by Governor's Directive No. 01-270-02.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval.

The Fish Commission offered the following:

"This project proposal is not developed to an extent that we are able to assess what impact its undertaking could have on fish resources or water quality in the Grande Ronde River. Considerable numbers of Spring Chinook Salmon and Columbia River summer-run steelhead pass through the area both as adults and as juveniles.

"We believe the project could be planned and undertaken so that it would have very minimal, if any, impact on the river or fish resources. Mainly it will be very important to prevent the entry of toxic substances like concrete and spoil material to the river during construction.

Young 7-16-71

NOTED
TOM EDWARDS

RECEIVED
JUL 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

"Our field representative would be very willing to assist the Highway Division's area engineer in suggesting ways to help reduce potential sources of damage to aquatic resources prior to and during project construction."

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

RECEIVED
JUL 12 1971
FOR FILING

County Court of Union County
La Grande, Oregon 97850

From the office of
EARLE C. MISENER, COUNTY JUDGE

R. W. SCHAAD, COMMISSIONER
RUSSELL ELMER, COMMISSIONER

July 6, 1971

7765

Mr. L. H. Young
Program and Planning Engineer
Highway Building
Salem, Oregon 97310

Re: Grande Ronde River (Clark Cr.)
Br. Sec., FAS 957, Clark Creek
Road, Union County

Dear Mr. Young:

This project has been reviewed and is consistent with Union County's overall road construction and improvement program.

Sincerely,

Earle C. Misener, Chairman
Blue Mountain Council of Governments

NOTED
F. B. KLABOE

RECEIVED
JUL 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

cc: July 8, 1971
R.E. Simpson, FHWA
F.B. Klaboe
ECM/jl

I.D. Merchant
W.H. Tebeau
H.S. Cox
B.L. Gifford
G.A. Starkey
H.S. Coulter
F.L. Hall
D.H. Moehring

RECEIVED
JUL 7 1971
PROGRAM & PLANNING
DIVISION

NOTED
R. D. ASBURRY

EXECUTIVE DEPARTMENT
PROGRAM PLANNING DIVISION
FEDERAL AID COORDINATION UNIT
301 Public Service Bldg., Salem, Oregon 97310

Release

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING JUNE 25, 1971

Distribution of information relative to these projects has been made to selected state agencies for review. If your agency was not included in the distribution and you desire to examine and comment on any of the proposals, information will be supplied upon request.

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0286	Vocational Rehabilitation Division	Gypsy Project $ 72,000	Portland	2
71.0287	Multnomah County Community Action Agency	Emergency Food and Medical Services $88,191	Portland	2
71.0288	Oregon State Library	U of O Library Data Bank $ 23.724	Eugene, Portland	2,5
71.0289	Oregon State Library	Lincoln County Libraries Cooperative $ 14,700	Lincoln County	4
71.0290	Oregon State Library	Coos-Curry Cooperative Library Services $ 12,867	Coos-Curry Counties	7
71.0291	Oregon State Library	Albany Public Library and School District U-8J Cooperation $ 21,524	Albany	4
71.0292	Oregon State Library	Wasco County Library Cooperative $ 8,832	Wasco County	9

6-25-71

Received 6-29-71

NOTED
TOM EDWARDS

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING June 25, 1971

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0293	Oregon State Library	Clackamas County Library Cooperative $ 19,238	Clackamas County	2
71.0294	Salem Urban Renewal Agency	North Salem Neighborhood Development Program $1,954,444	Salem	3
71.0295	Salem Urban Renewal Agency	Pringle Creek Urban Renewal $ 450,789	Salem	3
71.0296	Jackson Josephine Comprehensive Health Planning Council	Comprehensive Health Planning $ 20,000	Jackson-Josephine	8
71.0297	Depoe Bay Sanitary District	Sanitary Sewer Collection and Treatment Facility $1,085,000	Depoe Bay	4
71.0298	Blue Mountain Economic Development Council, Inc.	Day Care $ 39,732	Milton-Freewater	12
71.0299	Highway Division	Snake River (Adrian) Br. Succor Creek $1,000,000	Malheur County	14
71.0300	Highway Division	Grande Ronde River (Clark Cr.) Br. Sec. $ 120,000	Union County	13
71.0301	Highway Division	Sunset Highway - S.W. 87th Place $ 210,000	Washington County	2

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING June 25, 1971

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0302	Highway Division	North Albany Park Development $ 31,400	Benton County	4
71.0303	Highway Division	Wells Cr.-Jack Creek (Passing Bays) $3,000,000	Douglas County	6
71.0304	Highway Division	Cascade Locks Marine Park Irrigation $ 6,730	Cascade Locks	9

RECEIVED
JUN 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 28 1971

STATE OF OREGON

INTEROFFICE MEMO

FOR FILING
7765

TO: R. L. Porter, State Highway Engineer

DATE: June 25, 1971

FROM: Federal Aid Coordination Unit
Program Planning Division
301 Public Service Bldg, Salem 97310

Klahr

SUBJECT: Grande Ronde River, (Clark Cr.) Br. Sec.
Clearinghouse #71.0300

We have received your Notice of Intent and assigned the file title and number that appear above. It would be helpful if you refer to this number in any future correspondence.

We have distributed copies of your Notice to the appropriate agencies with a request that they reply by July 9, 1971.

If you have questions or need assistance, please let us know.

NOTED
TOM EDWARDS

RECEIVED
JUN 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Yburg 6-29-71

81.125.0015
WCK:mv

RECEIVED
JUL 27 1971
FOR FILING

7765

July 19, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

389

Dear Sir:

Re: Grande Ronde River Bridge
(10795A)
Clark Creek Road - FAS 957
Union County

Submitted herewith are three copies of an agreement between Union County and Oregon Bridge Engineering Company of Eugene for design and construction engineering for the subject project.

The agreement has been reviewed and all of the requirements appear to be equitable to both the County and the consultant. Copies of our estimate of cost to perform similar work are attached.

Capabilities and personnel of the consultant are well known to the Highway Division and their past experience indicates adequate qualifications. The Highway Division will do such foundation investigation as is necessary at cost for the County and will do the usual material inspection and necessary laboratory work at going prices. The County will construct the roadway approaches to the structure.

The work load in our bridge design unit precludes the possibility of our doing the design for the County.

Please approve and return all three copies of the agreement. Copies will be furnished to you when all necessary signatures are affixed.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

CAG:ag ms

cc R. L. Porter
Tom Edwards
I. D. Merchant
H. S. Cox
H. S. Coulter

Attachments (copy of agreement in Co-City)

Grande Rhonde Riv. (Clarks Cr.) Br. Union
Wood June 9, 1971

DESIGN COST ESTIMATE

Estimated construction cost = $130,000

A) Estimated design cost based on 6 man-hrs. per $1,000 of const. cost and salaries of $6.50 per hr.

1) Breakdown of design cost
   10% Preliminary design
   80% Design, plans, spec's., estimates
   10% Check shop drwgs. (not included)

B) Foundation exploration estimated at 0.94% of construction cost.

Design cost (without shop drwg. ck.) (130 x 6 x 6.50) 90%	=	$4,570
Foundation exploration = .0094(130,000)	=	1,220
		5,790
Overhead 80%	=	4,630
		10,420
Profit 15%	=	1,560
Total estimated design cost	=	$11,980

Form B-10(

J. O. No. .....

Sheet ... of ...

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Field Engr - Grande Ronde R. Rd. Union Co

Made by CAG Clio 71

Item	Amt	Total
Labor		
Engr HE 3 12 Wks @ 246	2952	
Asst HE 1 6 " " 193	1158	
Labor Add. @ 27%	1110	5520
Travel Exp 4000 mi @ 8¢		320
Misc. supplies, etc		150
* Lab. Work		-0-
		=
Total		5990
For Comparison		
Add Consultant Fixed Fee		950
" " Overhead 80.4% of 5990		4816
		=
		11756

* Not a part of Consultants work

RECEIVED
JUN 21 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 18, 1971

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 13

Federal Aid Secondary — Grande Ronde River (Clark Cr.) Br. Sec., FAS 957, Clark Creek Road, Union County

The estimated date of filing for federal-aid funds on this project is March 15, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

BLG:ms

R. L. Porter
State Highway Engineer

Attachment

By R. W. Ellison
for L. H. Young
Program and Planning Engineer

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
I. D. Merchant
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
G. A. Starkey
H. S. Coulter

RECEIVED
JUN 21 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 18, 1971

Blue Mountain Council of Governments
Union County Courthouse
La Grande, Oreton 97850

Gentlemen:

Attached for your review and comments as District clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal Aid Secondary — Grande Ronde River (Clark Cr.) Br. Sec., FAS 957, Clark Creek Road, Union County

The estimated date of filing for federal-aid funds on this project is March 15, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By K. W. Ellerin
for L. H. Young
Program and Planning Engineer

Attachments

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
I. D. Merchant
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
G. A. Starkey
H. S. Coulter

RECEIVED
JUN 21 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 18, 1971

TO ALL INTERESTED FEDERAL AGENCIES

Gentlemen:

In accord with paragraph 5 of the Federal Highway Administration Policy and Procedure Memorandum 20-8, attached is a Notice of Intent application to apply for federal-aid assistance.

Federal Aid Secondary — Grande Ronde River (Clark Cr.) Br. Sec., FAS 957, Clark Creek Road, Union County

If your agency needs additional information or wishes to comment on these proposals, please advise the Program and Planning Section, State Highway Division, Salem, Oregon.

Very truly yours,

R. L. Porter
State Highway Engineer

By K. W. Ellerman

for L. H. Young
Program and Planning Engineer

U.S. Dept. of Agriculture
U.S. Dept. of Housing
U.S. Dept. of Interior
Federal Aviation Admin.
Bureau of Sports Fisheries & Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency

Attachments

cc: R. E. Simpson, FHWA
F. B. Klaboe
R. N. Chase
B. L. Gifford

NOTICE OF INTENT · STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Grande Ronde River (Clark Cr.)Br. Sec.
FAS 957, Clark Creek Road
Union County

June 18 19 71

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 6563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

2. Project Location

Administrative District Thirteen (13) City - - - -

County Union Special District(s) (if applicable) - - -

Other affected jurisdictions/agencies - - -

3. Federal Program

Common Program Name Federal Aid Secondary, County

Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Admin. Renewal Application

4. Estimated Project Cost

Federal Share $ 72,000
Loan ..... Grant X
Local Applicant Share (Union County)
(if any) $ 24,000
State Agency Share $ 24,000
Other (Specify) $ - - - -

Total $ 120,000

Source of State Agency Share

General Fund $ - - - -

Other Funds (specify) $ 24,000 Highway

Indirect Cost Reimbursement

No X Yes ..... $ ..... (Approx)

Will Federal share change: No X

Yes, from ..... % to ..... %

When .....

5. **Period Covered by Projects**

Beginning date May 1972
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 1 year

Approximate ending date June 1973

Will renewal be requested? Yes..... No.....x.....

6. **Estimated Application Filing Date** March 15, 1972

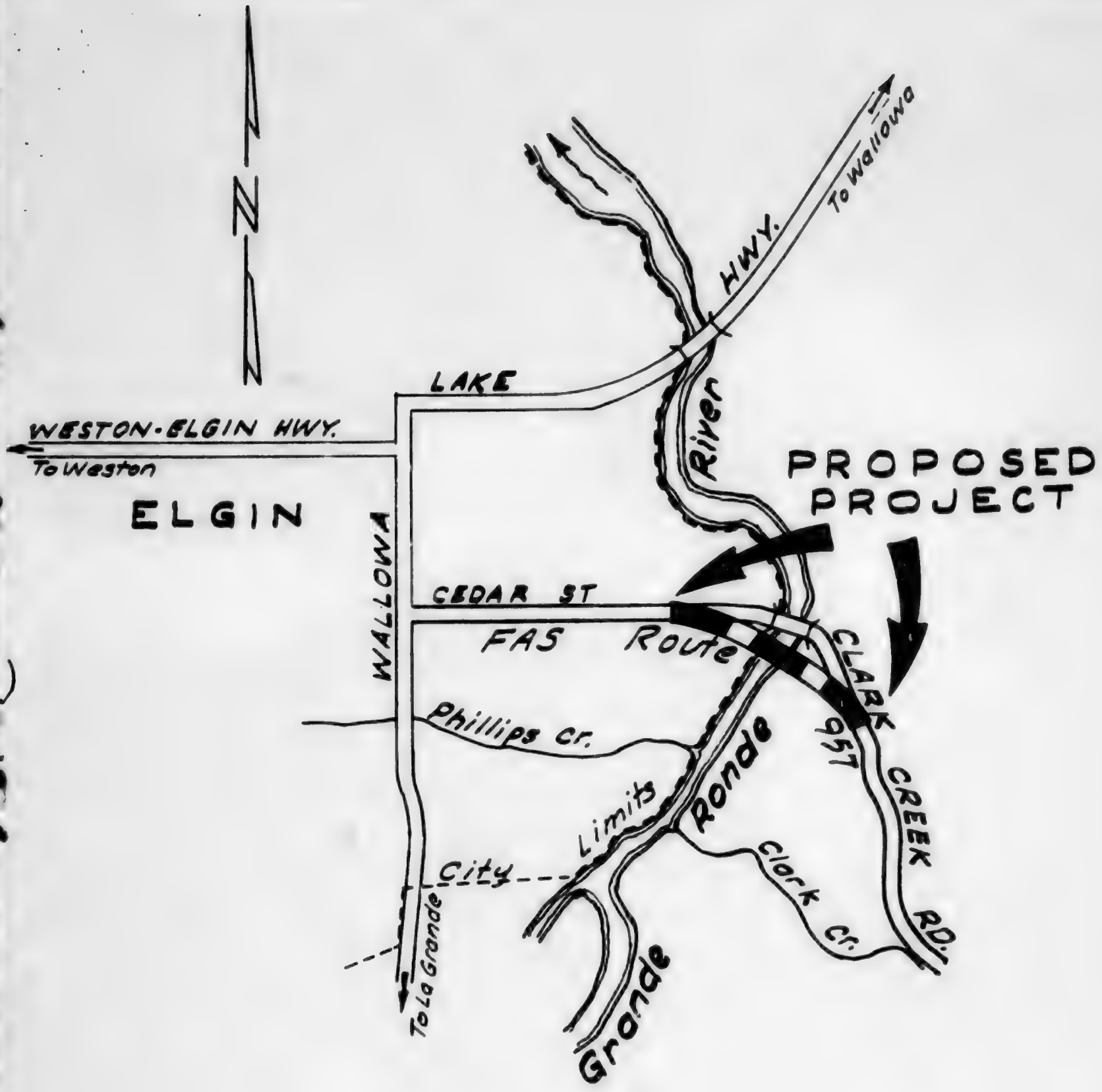
7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

GRANDE RONDE RIVER (CLARK CREEK) BR. SEC., FAS 957 Clark Cr. Rd., Union Co.

This project will consist of preliminary engineering, structure and incidental work necessary to replace the existing bridge on new alignment. The county will acquire the necessary right-of-way and construct the approaches to the new concrete bridge which will have a roadway width of 32-feet. The new bridge will be constructed upstream to permit utilization of the old bridge for a detour.

This project is related to the "Goals For A Livable Oregon" by the updating and improvement of this river crossing on the Federal-Aid Secondary System.

See attached map for geographical location.



GRANDE RONDE RIV. (CLARK CR.) BR. SECT.

CLARK CREEK ROAD

Union County

RECEIVED
FORM E-30-X (12-67)
JUN 1 1971
FOR
77765

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

June 2, 1971

To: Mr. Ivan D. Merchant
Bridge Engineer
BUILDING

SUBJECT:

NOTED
A. E. JOHNSON

Attached are two copies of a consultant agreement between Oregon Bridge and Union County covering the design and construction engineering for the Grande Ronde River (Clarks Creek) Bridge Section. The proposed project is on Clark Creek Road, FAS 957, and lies near the east city limits of Elgin.

Please review the terms of the agreement plus the estimated design and engineering costs. If you find that they are reasonable and that the County's action in retaining the services of a consultant engineer is justified, the agreement and consultant certificate should be approved by Mr. Porter or Mr. Edwards and forwarded to the Federal Highway Administration for their approval.

This project will be presented to the Highway Commission for approval at its June 22 meeting; however, the agreement is being sent to you now so that the engineering can be programmed with the FHWA as soon as possible after Commission approval.

If you have any questions concerning the agreement or the engineering costs, Mr. Wally Palmateer should be able to provide the answers.

H. S. Cox
County and City Engineer

By

Robert H. Prange
Rural Engineer

RHP:ljt
Att.

cc: A. E. Johnson
W. A. Palmateer, Oregon Bridge

RECEIVED
JUN 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOV 18 1970 (REV. 10-67)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 13, 1970
Salem, Oregon

SUBJECT:

To: H. S. Cox
County-City Engineer

Building

Attention: Mr. Robert H. Prange

Grande Ronde River Bridges
On Pierce Lane and On Clark Creek Rd.
Union County
Bridge No. 10861A and 10795A

I have your letter of October 26, 1970 requesting alternate preliminary estimates for two bridge replacement projects on FAS routes in Union County. The two crossings in question are the Grande Ronde River Bridge on Pierce Lane Bridge (10861) east of Island City and the crossing on Clark Creek Road Bridge (10795) east of Elgin.

In keeping with your request two estimates were made for each crossing. The first estimate was replacement using a 140 foot steel arch salvaged from the Eagle Creek Crossing on the Columbia River Highway. The roadway width on a structure utilizing the salvaged arches will be 26 feet. The second estimate is for replacement using a reinforced concrete structure with a 32 foot roadway. The alternate estimates are summarized. Each estimate includes the cost of removal of the existing bridge and an allowance for engineering and contingencies.

1. Replace existing structure with salvaged Eagle Creek arch plus approach spans as required.

   Pierce Lane Bridge 140 foot arch plus 30 foot approach span $180,000.00

   Clark Creek Road Bridge 140 foot arch.....$157,000.00

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NOV 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

2. Replace existing structures with prestressed concrete beam bridge with a 32 foot roadway

Pierce Lane Bridge $168,000.00

Clark Creek Road Bridge $139,000.00

All factors are in favor of replacing the existing bridges under study with reinforced concrete structures. The reinforced concrete alternate is the most economical choice. The roadway width is greater. There is no overhead clearance restriction and maintenance cost will be less. For the reasons sited we would recommend against utilizing the salvaged steel arches as replacements in the two subject structures.

Ivan D. Merchant
Bridge Engineer

WJH/ag

cc: A. E. Johnson
H. S. Coulter

7766 Island City ("D" Street) Sec. 1972
NE of LaGrande
(Grading and paving)

C&A 4395 12-29-71

Date March 20, 1973

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1972

Contract # 7766 Prefix 331-1714 Survey Prefix 331-1407

Street "D" Street

City Island City

Payments to Contractor (see attached voucher)	$ 7,778.33
Engineering and Contingencies	1,189.03
Survey: Total $ 1,234.39 Prorated Share	--
TOTAL	8,967.36
Agreed State Share	8,967.36
Agreed City Share	--
City Advance Deposit	--

Reference: Outside Billing None

RU

72

ON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: UNION

CONTRACT NO.: 7766

ESTIMAT

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

SECTION: ISLAND CITY (D ST)

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO
001	9N GENERAL EXCAVATION	LUMP SUM	369,4000	10
002	9N CLASS B ASPHALT CONCRETE	TONS	12,5000	59
003	9N 12-INCH CULVERT PIPE	LIN FT	3,6000	2
	ADJUSTMENT ITEMS			
6001	9N LIQUIDATED DAMAGES	DAYS	30,0000-	

DATE: 10 16 72 PG. 01 7766

PREVIOUS VOUCHER NO.: -

CHECKED BY: CP/sk

ENGINEER OR AUDITOR: H. E. Blush

TOTAL CONTRACT ITEM

- % RETAINED ON CONTRACT ITEM

FORCE ACCOUN

TOTAL PAYMENT

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	7766	2 Final	
	FEDERAL AID PROJECT NO.		

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
P SUM	369,4000	100,000	369,40	369,40	
S	12,5000	591,850	7398,13	7396,13	
FT	3,6000	28,000	100,80	100,80	
S	30,0000-	3,000	90,00-	90,00-	
TOTAL CONTRACT ITEMS		7778,33	7778,33		
- % RETAINED ON CONTRACT ITEMS		-	388.92		388.
FORCE ACCOUNT					
TOTAL PAYMENTS		7,778.33	7,389.41		88

RECEIVED
OCT 31 1972
FOR FILING

7766

October 31, 1972

U. S. Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen

On October 13, 1972, we wrote to you concerning release of final payment on Contract No. 7766 awarded to Rogers Asphalt Paving Company for work on D Street in Island City in Union County.

Final payment on this contract is $388.92 and the total contract amount is $7,778.33. No work was performed under force account.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

kb

cc Rogers Asphalt Paving Company
P. O. Box 200
La Grande, Oregon 97850

bc C. T. Kassey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
W. E. Schwartz

OREGON STATE HIGHWAY DIVISION 10/16/72 **PROGRESS ESTIMA**

SECTION ISLAND CITY (D ST

HIGHWAY CITY STREET

TYPE WORK GRADING AND PAVING

COUN UNION

AWARDED 05

SPECIFIED COMPLETION A) 35 CWD B) C)

EXTENSION

CONTRACTOR ROGERS ASPHALT PAVING CO
LA GRANDE 97850

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	GENERAL EXCAVATION LUMP SUM	3694000	100000	36940	100000	36940
002	CLASS B ASPHALT CONCRETE TONS	125000	725000	906250	591850	739813
003	12-INCH CULVERT PIPE LIN FT	35000	30000	10500	28000	10080
	TOTALS FOR ORIG. CONTRACT			953990		786833
	ADJUSTMENTS					
6001	LIQUIDATED DAMAGES DAYS	-300000			3000	-9000
	SUB-TOTAL ADJ.					-9000
	TOTALS ALL EXCEPT F.A.					777833
	FORCE ACCOUNTS					
801	FLAGGING 94001					
	SUB-TOTAL F. A.					
	* TOTAL PAY COSTS			953990		777833
	ADD. ANTICIP. ITEMS					
94001	FLAGGING EW 1			5000		

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01 FORM E-498 (REV. 5-69)

AWARDED 05 31 72 F.A.P.

CWD

EXTENSION

CONTRACT NO. 7766 WORK DONE TO:

PREFIX 331 1714

APPROVED A) 38 CWD

USED B)

C)

ESTIMATE NO. 002

FINAL

ESTIMATED DATE OF COMPLETION:

PHALT PAVING CO
97850

CORRECTED ESTIMATE		PERFORMED TO DATE 07/27/72		TO COMPLETE 07/27/72		GROUP PORN	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	36940	100000	36940			9N		
591850	739813	591850	739813			9N		
28000	10000	28000	10000			9N		
	786833		786833					
3000	9000	3000	9000			9N		
	9000		9000					
	777853		777853					
						9N		
	777853		777853					
						9N		

OREGON STATE HIGHWAY DIVISION

10/16/72 — PROGRESS ESTIMA

SECTION ISLAND CITY (D ST)
COUNTY UNION
AWARDED 45

HIGHWAY CITY STREET
SPECIFIED COMPLETION A) 35 CWD
B)
C)
EXTENSION

TYPE WORK GRADING AND PAVING
CONTRACTOR ROGERS ASPHALT PAVING CO
LA GRANDE 97850

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
98999	CONTINGENCIES			43155		
99999	ENGINEERING			95899		92167
	GRAND TOTALS			1098044		870000

RESIDENT ENGINEER ---------- DATE ---------- DIVISION ENGINEER ---

RECEIVED
OCT 20 1972
BILLING-AUDIT

ROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02 FORM E-498 (REV. 5-69)

CWD

AWARDED 05 31 72 F.A.P. CONTRACT NO. 7766 WORK DONE TO:

EXTENSION APPROVED A) 36 CWD PREFIX 331 1714

HALT PAVING CO
07850

USED B) ESTIMATE NO. 002 ESTIMATED DATE OF COMPLETION:

C) FINAL

ORRECTED ESTIMATE		PERFORMED TO DATE 07/27/72		TO COMPLETE 07/27/72		GROUP POR N	NEW TOTAL TO DATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	92167		84597		7570			

RECEIVED
COUNTY & CITY SECTION
OCT 24 1972

870000

7570

DIVISION ENGINEER ---------- DATE ----------

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OCT 1[illegible]72
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7766

DATE October 12, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7766 **Work Completed** July 27, 1972

Project Island City ("D" St.)

Highway City Street **County** Union

Type of Work Grading and Paving

Contractor Rogers Asphalt Paving Co.

Recommended Acceptance Date October 12, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 31, 1972 for your formal concurrence.

VG:dgk

cc: Cecil W. Read
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

Island City 8-30-72

looking N. on "O"

#3 Roll 7

7/20/71

Island City

On 2nd st.

7766

August 22, 1972

The Honorable Lester A. Masterton
Mayor, Island City
Island City, Oregon 97851

602

#7766

Dear Mayor Masterton:

Your letter of August 14 accepting the reconstruction project recently completed on "D" Street in Island City was warmly received.

This program, as you know, provides funds up to a maximum of $25,000 for worthy projects in small cities under 5,000 population. The catch is that there is only $250,000 provided each year to be apportioned among approximately 190 qualifying cities throughout our great state. It is immediately apparent that only ten to fifteen such projects can be funded each year, with selection of each project being based primarily on greatest need.

It is indeed gratifying to receive a letter such as yours. We are quite naturally proud of our people in the Highway Division and the good work they do. Your letter gives us the satisfaction of knowing that another worthy project has been completed in good fashion and is sincerely appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey
H. S. Cox (enc.)
W. E. Schwartz (enc.)

CTK:fw ja

Edwards
Klamath

Island City, Oregon.

August 14, 1972.

Oregon State Highway Division,
Administrator Of Highways, George M. Baldwin.
County and City Engineer- H. S. Cox.
Highway Building, Salem, Oregon. 97310
Oregon State Highway Department, - Attention Robert Hestor.
Engineers Office - La Grande, Oregon.

Gentlemen:

In regard to your verbal request concerning the job of paving done by The State Highway Department on "B" Street in Island City last month.

The Council has viewed this project and finds it to be good in every respect. We are very well satisfied with the quality of the work and assure you that it has made a great improvement in the movement of heavy traffic to the Scales and industry that it serves.

Thank you for allowing this work to be done and we are sure that it will be appreciated and used for a long time to come.

Sincerely Yours,

COMMON COUNCIL OF ISLAND CITY.

Lester Masterton By L D
Lester A. Masterton- Mayor.

Routing

1 Keasey — RECEIVED — Pease
Dond — AUG 17 1972 — Glenn
Walker — Litchfield
Johnsen — CONSTRUCTION SECTION — Berg

Noted
Gary L. Ross

RECEIVED
AUG 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 16 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

7766

Report No. 5

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Island City "D" Street	WEEK ENDING: August 18, 1972	
	SECTION PREFIX: 331-1714	
HIGHWAY: City Street	COUNTY: Union	
NAME OF JOB: Island City "D" Street	KIND OF WORK: Grading & Paving	
CONTRACTOR: Rogers Asphalt Paving Co.	CONTRACT NUMBER: 7766	FEDERAL AID PROJECT NUMBER: State Project
DATE OF CONTRACT: May 31, 1972	DATE WORK STARTED: July 17, 1972	ESTIMATED COMPLETION DATE: July 27, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: work 35	WORK DAYS USED / CALENDAR DAYS USED: work 38
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 108.6%
PROJECT AUTHORIZATION: $ 10,980.44		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 10,021.45	ENGINEERING AUTHORIZATION: $ 958.99	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 7,778.33	This Week $ 12.70	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
	ENGINEERING COST TO DATE: $ 1,017.70	
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 21.5 %	PERCENT OF AUTHORIZATION: 106.1 %	DATE PROJECT WAS COMPLETED: July 27, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.05	0.05			
MILES PARTIALLY COMPLETED	0.05	0.05			
MILES COMPLETED	211 cy	725 ton			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	211	591.85			
TOTAL QUANTITIES CORRECTED TO DATE	211	591.85			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Keasey — Pease

Bond — Glenn

Walker — Litchfield

Johnsen — Berg

RECEIVED
AUG 21 1972
CONSTRUCTION
SECTION

RD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate submitted to Region Office August 15, 1972

FINAL WEEKLY REPORT

SIGNED _____ LOCATION La Grande, Oregon

R.D. Hector, Resident Engineer 97850

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JUL 12 1972
FOR FILING

7766

July 12, 1972

Rogers Asphalt Paving Co.
P. O. Box 200
La Grande, Oregon 97850

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7766 for work on "D" Street in the City of Island City in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc U. S. Fidelity & Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
R. D. Hector

RECEIVED
JUN 2 - 1972
FOR FILING

7766

June 1, 1972

Rogers Asphalt Paving Co.
P. O. Box 220
La Grande, Oregon 97850

Gentlemen:

The State Highway Commission on May 31, 1972, awarded to you State Highway Contract No. 7766 in the amount of $9,539.90 for the "D" Street Project in Island City, Union County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm
cc C. T. Keasey
Walt Hart
W. E. Schwarts
R. D. Hector
Wm. Geibel SAIF

RECEIVED
MAY 27 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

77766

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 26, 1972

Miss Lydia Prouty
City Recorder
P. O. Box 544
Island City, Oregon 97851

Dear Miss Prouty:

On May 25, 1972, the State Highway Commission opened bids on the 1972 Special City Allotment project on "D" Street. The apparent low bid was submitted by Rogers Asphalt Paving Company of La Grande.

The anticipated cost of the project is as follows:

Contractor's bid	$ 9,539.90
Anticipated additional items:	
Flagging (State share)	50.00
Subtotal	$ 9,589.90
Engineering & Contingencies, 14½%	1,390.54
TOTAL	$10,980.44

It is anticipated that the contract will be awarded in a few days based on Highway Division approval.

Very truly yours,

George H. Baldwin
Administrator of Highways

By Gary E. Zehner
for H. S. Cox
County and City Engineer

GEZ:ljt

bc: R. L. Schroeder
L. H. Young
C. T. Keasey
W. E. Schwartz

RECEIVED
MAY 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

ISLAND CITY ("D" STREET) SECTION

CITY STREET

UNION COUNTY

State Project
0.05 Mile Grading and Paving

Bids Received May 25, 1972

1. General Excavation	All Specified		$ 900.00
2. Class "B" Asphalt Concrete	725 tons	14.00	10,150.00
3. 12-inch Culvert Pipe	30 lin.ft.	6.50	195.00
	For Comparison of Bids		$ 11,245.00

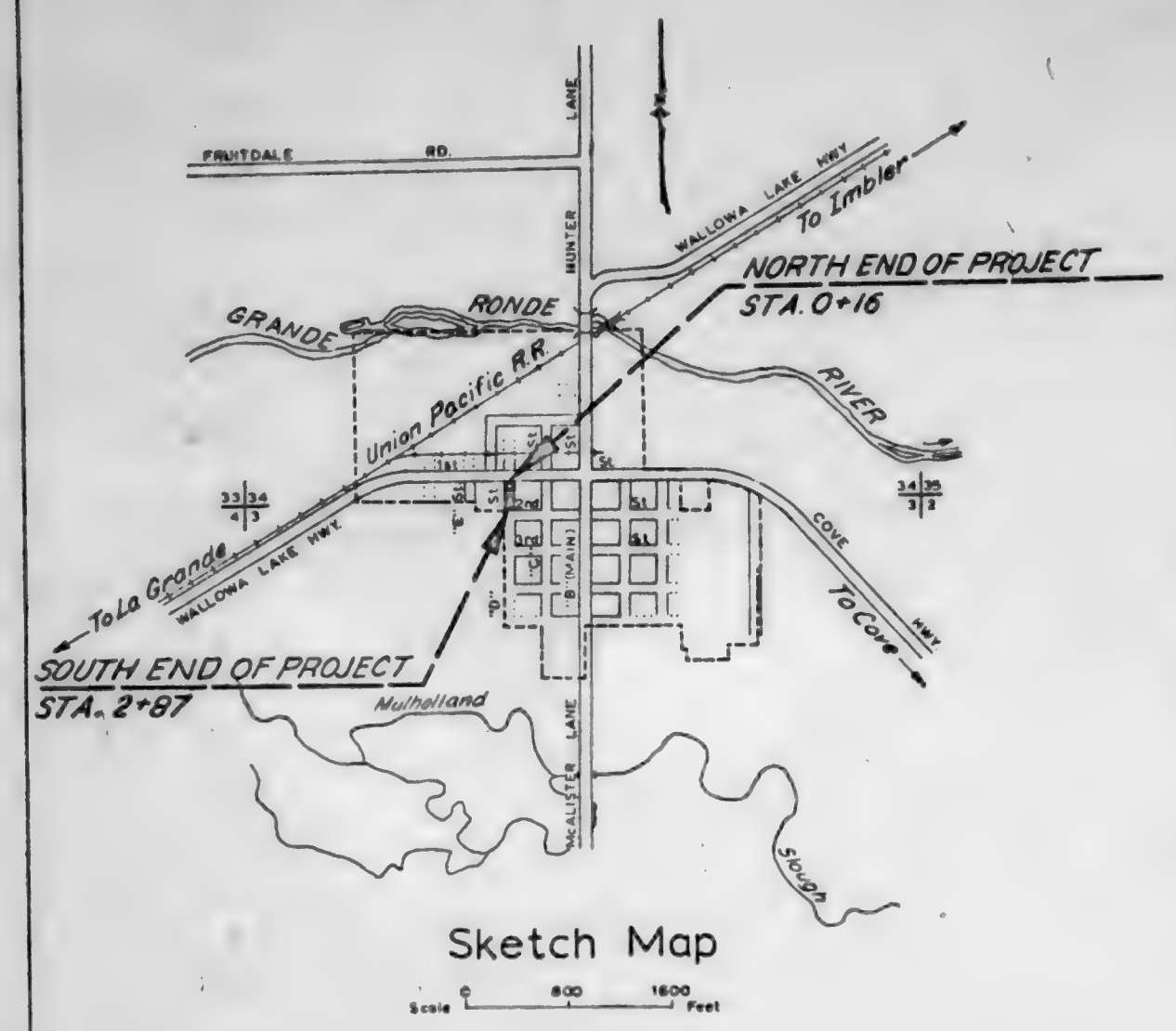
ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$11,245.00	9,539.90
Anticipated Additional Items: Flagging (State Share)	50.00	50.00
	$11,295.00	9,589.90
Engr. & Cont. (14 1/2%)	1,637.78	1,390.54
Estimated Net Authorization, Constr.	$12,932.78	10,980.44

Rogers Asphalt Paving Co.
La Grande

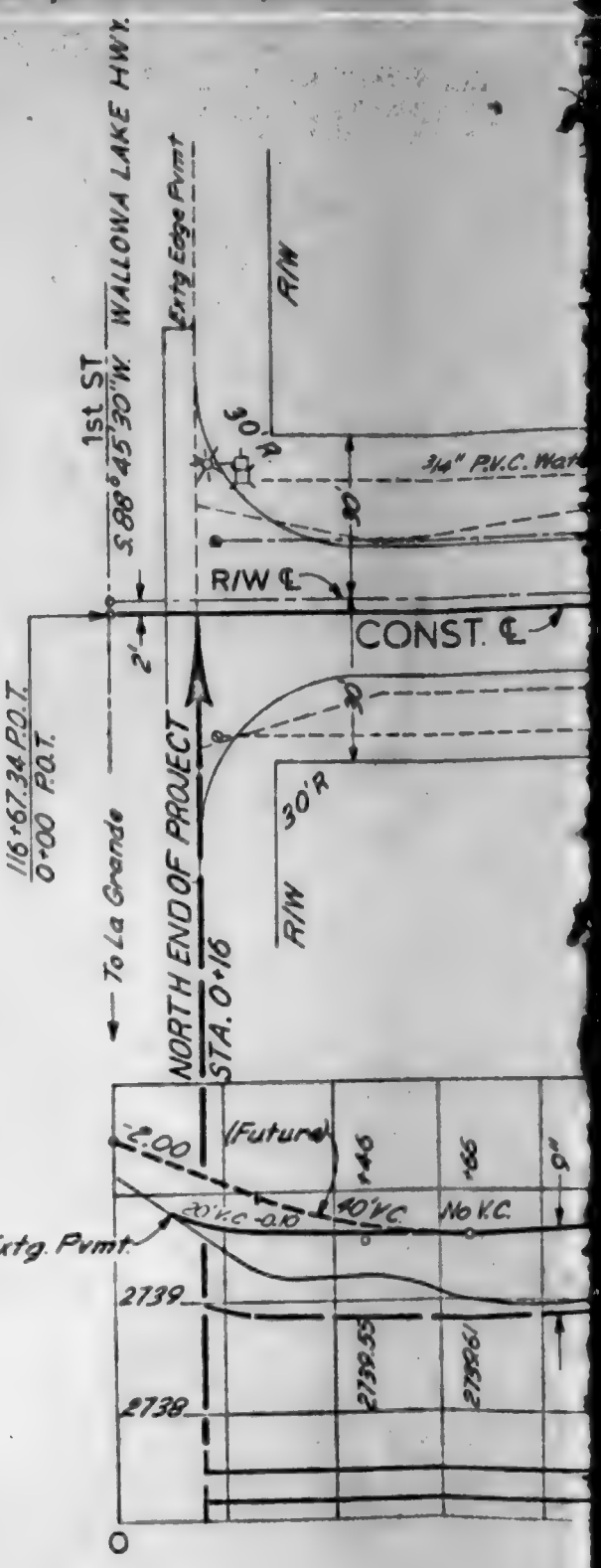
PIPE DATA:
Culvert Pipe Furnished Shall Be Extra Strength,
Non-Reinforced Concrete Pipe With 9:1 Sloped Ends.

ISLAND CITY



Sketch Map

Scale 0 800 1600 Feet



S U M M A R Y

ITEM	UNIT	NET QUANT.	ALLOW.	TOTAL
General Excavation	All	All		All
Class "B" Asphalt Concrete	Ton	659	66	725
12-inch Culvert Pipe	Lin. Ft.	28	2	30

REGISTERED PROFESSIONAL ENGINEER 1895 OREGON MAY 6, 1958 TOM EDWARDS

REGISTERED PROFESSIONAL ENGINEER 1888 OREGON MAY 6, 1958 FRED B. KLABOE

PRELIMINARY COPY
SUBJECT TO CHANGE

T

*Sta. 1+50 To Sta.
(Extg. Scale Site
*10'
8'
*S1.00'/Ft.
S1.04/Ft.

10V-304

Overall Length Of Project 0.05 Mile

To Be Accompanied By Drg. No.:
2505- Identification Signs

OREGON STATE HIGHWAY DIVISION
GRADING & PAVING

ISLAND CITY ("D" ST.) SECTION
CITY STREET
UNION COUNTY

SHEET No. 1

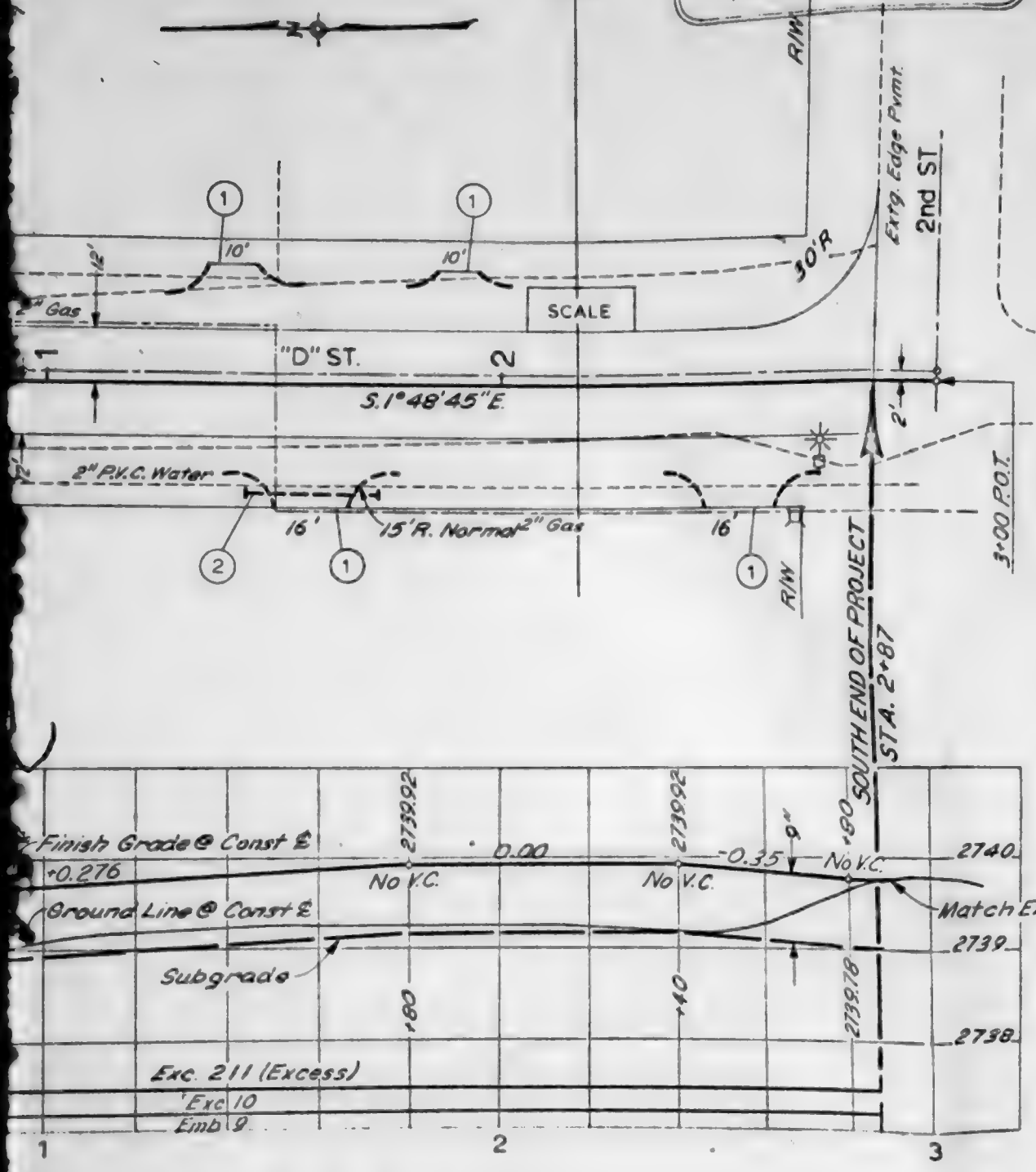
FED. ROAD D....	STATE	PROJECT NUMBER	DATE	TOTAL SHEETS
10	OREGON	STATE	May 1972	1

PRELIMINARY COPY
APR 17 1972
SUBJECT TO CHANGE
FINAL DESIGN UNIT

Sec. 34
Sec. 3

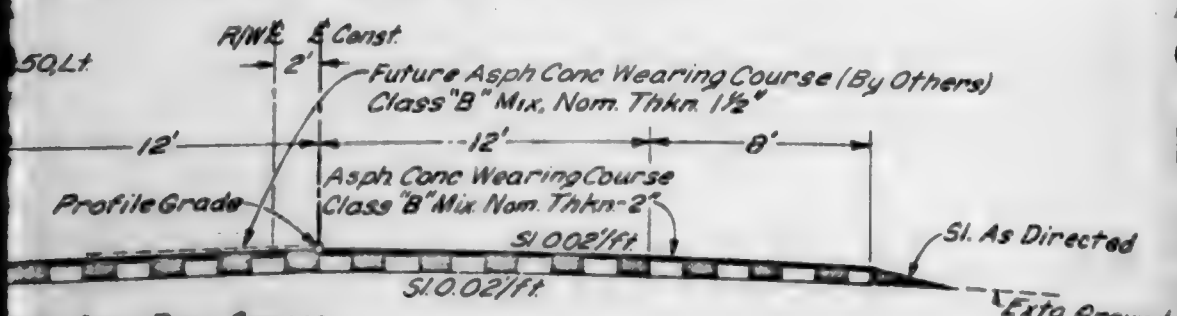
1 Const. 4 Paved Approaches

2 Inst. 12" Culv. Pipe - 88'
Tr. Exc. 3 C.Y.



RECEIVED
COUNTY & CITY SECTION
APR 25 1972
☑ ENGR. ☐ CSSR. ☐ CE ☐ RE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

TYPICAL SECTION



"D" STREET
STA. 0+16 To STA. 2+87

APPROVED
CITY OF Island City Oregon
BY MAYOR Lester A Musterton
BY RECORDER Lydia Trouty
DATE April 24, 1972

Klecker-Jenkins

BEN GILFORD
4-12-72
SCA FUNDS

Section Island City ("n" St.)
Highway City Street
County Union
Kind of Work Grading and Paving

Project Allotment $ 14,000
Project Length 0.05 mile
Completion Time 35 calender workdays

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount			$ 11,245.00
Anticipated Additional Items:			
Flagging (State Share)		$ 50.00	
Slide Correction			
Railroad Protective Costs	(107.24)		
Other Railroad Costs			
Permanent Signing			
Permanent Pavement Striping			
Stage Construction Striping			
Temporary Erosion Control	(107.08)		
Install Truck Scale Mechanism			
Truck Scale House			
Install Temporary Traffic Signals			
Install Water Meter			
Furnish Water			
Laboratory Fees			
Furnish Mail Box Posts			
Adjust Utilities	(105.06)		
Pipe Bedding Materials			
On the Job Trainees			
State Responsibility for Damages	(107.25)		
			$ 50.00
			$ 11,295.00
Engr. & Cont. (14.5 %)			1,637.72
TOTAL			$ 12,932.72
Credit for			
Estimated Net Authorization, Construction			$

D. L. Hall
Design Engr.

Fond City ("D" St.) Section

Grading and Paving

Estimate

Item	Unit	Quant	Unit Cost	Amount
General Excavation	All	All	Lump Sum	900 00
Class "B" Asphalt Concrete	Ton	725	14 —	10,150 00
12 inch Culvert Pipe	Lin. Ft.	30	6 50	195 00
				11,245 —

Oregon State Highway Division
Island City ("D" Street) Section
City Street
Union County
February 10, 1972

NARRATIVE REPORT

The centerline was established 2' Westerly of the centerline of the existing 60' Right of Way to better fit the existing features. No additional Right of Way will be required.

There is considerable encroachment on the City Street Right of Way.

The grade line was established so that it would project to the proposed grade line of the Wallowa Lake Highway and the existing platform scale left of Station 2+20.

Bearings and co-ordinates are from the Wallowa Lake Highway location.

There are no clear drainage courses in this area, the adjacent properties being nearly flat. Other than to raise the proposed finish grade and provide culverts at driveways, no drainage provisions were made. The proposed work on the Wallowa Lake Highway calls for inlets that could be used to drain the North end of this project.

The location of the underground utilities as shown on the detail map were obtained from Cal-Pac maps and verbally from city officials. The depths are reported to be between 18 and 36 inches.

The Special Provisions were written in attempt to keep the Engineering and materials inspection to a minimum, it is assumed that the Resident Construction Engineer will take advantage of the guidelines as set forward in John Walkers letter of July 29, 1971. This letter permits a less rigorous inspection proceedure.

The tenative base design calls for 7" of Plant-Mix Bit. Base, 2" of Class "B" A.C., and 1½" Future Class "B" Wearing surface. The project was worked up this way but it is recommended that due to the small quantities involved, Class "B" A.C. could substitute the Bit Base. The binder course will be omitted.

R.D. Hector
Resident Engineer

Oregon State Highway Division
Island City ("D" Street) Section
City Street
Union County
February 10, 1972

COST ESTIMATE

Item No.	Item	Quantity	Unit Price	Amount
1	General Excavation	Lump Sum	$1,500.00	$ 1,500.00
2	Course Aggregate Base	250 Cu.Yd.	5.00	1,250.00
3	Class "B" Asphalt Concrete	100 ton	12.00	1,200.00
4	Plant-Mix Bituminous Base	335 ton	11.50	3,852.50
5	12-Inch Culvert Pipe	40 Lin.Ft.	4.50	180.00
6	Extra for approaches	9 each	60.00	540.00
		Total for Contract Items:		$ 8,522.50
	Allowance for Engineering & Contingencies 20% ±			$ 1,727.50
	Grand Total			$10,250.00

RECEIVED

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

7766

Section: "D" Street
Highway: City of Island City
County: Union
Prefix: 331-1407

Res. Engr. R. D. Hector
Approx. Length 0.05± mile
Sta. _____ to Sta. _____
Date 1-28-72

Mean Truck A.D.T. 32
Traffic Coefficient 6.9
18 kip s. a. per day 13.2

Annual Precipitation 20"±
Frost Penetration 36"±
CBE Total Requirement 21.5"

(1)

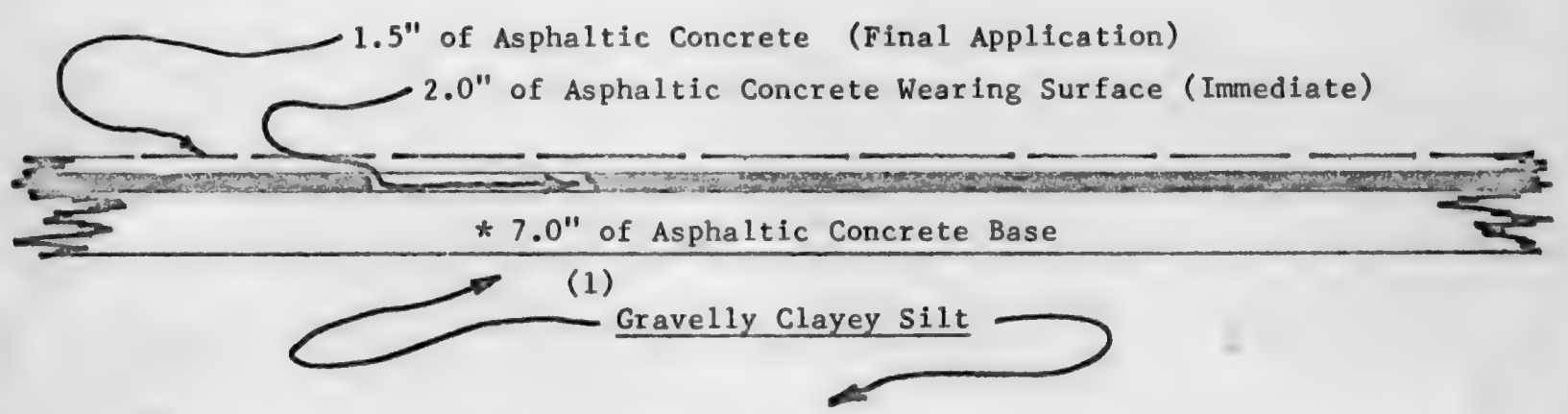
Typical Soil	
36	LL
9	PI
73	%P 10
51	%P 200
27	% Gravel
5	% C Sand
17	% F Sand
35	% Silt
16	% Clay
13	R Value
A-4	AASHO Classif.

Materials Source:

Commercial sources are available.

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.)
4.0	2.0	A.C.W.S. (I.)
14.0	7.0	A.C. Base
21.0	10.5	

STRUCTURAL SECTION


1.5" of Asphaltic Concrete (Final Application)
2.0" of Asphaltic Concrete Wearing Surface (Immediate)
* 7.0" of Asphaltic Concrete Base
(1)
Gravelly Clayey Silt

* To be placed in two lifts.

NOTED
E. S. HUNTER

Submitted by _____ Base Design Engineer

Recommended by _____ Engineer of Materials and Research

Recommended by _____ Location Engineer

Approved by _____ Asst. State Highway Engineer

[redacted].
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

County-City (2)

SECTION: "D" Street

HIGHWAY: City of Island City

COUNTY: Union

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*

N O N E

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete W.S. & Base	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: "D" Street

HIGHWAY: City of Island City

COUNTY: Union

170 Present ADT (1972)

15 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	8	1.5	12	10	450	4,500
3	5	1.5	8	7	1000	7,000
4	0	---	--	--	1250	- - -
5	12	1.5	18	15	3180	47,700
6	0	---	--	--	2570	- - -
				32	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 59,200

TWENTY YEAR EWL 1,184,000

TRAFFIC COEFFICIENT 6.9

SECTION: "D" Street

HIGHWAY: City of Island City

COUNTY: Union

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair Poor
   Remarks:
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: See remarks.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers asphaltic concrete.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This is a short (0.05± mi.) project and traffic does not warrant the use of C.R.P.C.C.

MEMO TO FILES

January 27, 1972

Re: Footpaths and Bike Trails
SCA Projects
Haines, Heppner, John Day, Chiloquin, Island City,
Jefferson, Mt. Angel, North Powder, Sheridan,
Sherwood, and Veneta

Footpaths and bike trails will not be established under these projects as per ORS Chapter 366, Section 2, subsection 3(a) which states that "The amount expended by the commission or by a city or county as required or permitted by this section shall never in any one fiscal year be less than one per cent of the total amount of the funds received from the highway fund. However, this subsection does not apply to a city in any year in which the one per cent equals $250 or less."

Gary E. Zehner
Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
V. D. Wolfe
L. H. Young
W. H. Tebeau

RECEIVED
JAN 6 -
FOR FILING

PREFIX NO. 331-1407

7766

LOCATION PROSPECTUS
ISLAND CITY ("D" STREET) SECTION
CITY STREET -- UNION COUNTY
1-4-72

HIGHWAY: "D" Street.

TERMINI: On "D" Street from First Street to Second Street.

PROGRAM: 1972 Special City Allotment Project.

NARRATIVE: This will be a location survey on the existing alignment to prepare plans, specifications and estimate of cost for reconstruction. Drainage problems will be worked out at the time of the survey. Soils investigations will be necessary.

CHARACTERISTICS: None.

TYPICAL SECTION: Two 12-foot travel lanes with 8-foot shoulders on each side.

ACCESS: No change.

AGREEMENTS: Routine City agreement.

ADD'L FACILITIES: No railroads, bridges or airports involved.

January 4, 1972
Attachment

cc: W. E. Schwartz
A. E. Johnson
L. E. George
D. H. Moehring (3)
L. H. Young
H. S. Cox (2)
V. J. Johnson
R. W. Prentiss
C. G. Swenson
G. C. Wills
Tom Edwards
R. L. Schroeder
F. L. Hall
F. D. Morgan
J. M. Cartwright (2)
B. L. Gifford
A. D. Olson
J. A. Rowland
W. H. Tebeau
F. W. Yarbrough (2)
E. S. Hunter
R. N. Bothman
W. J. Hart (4)
V. D. Wolfe
R. N. Chase
W. N. Hackleman
R. E. Olson
R. E. Royer
F. E. Terpin

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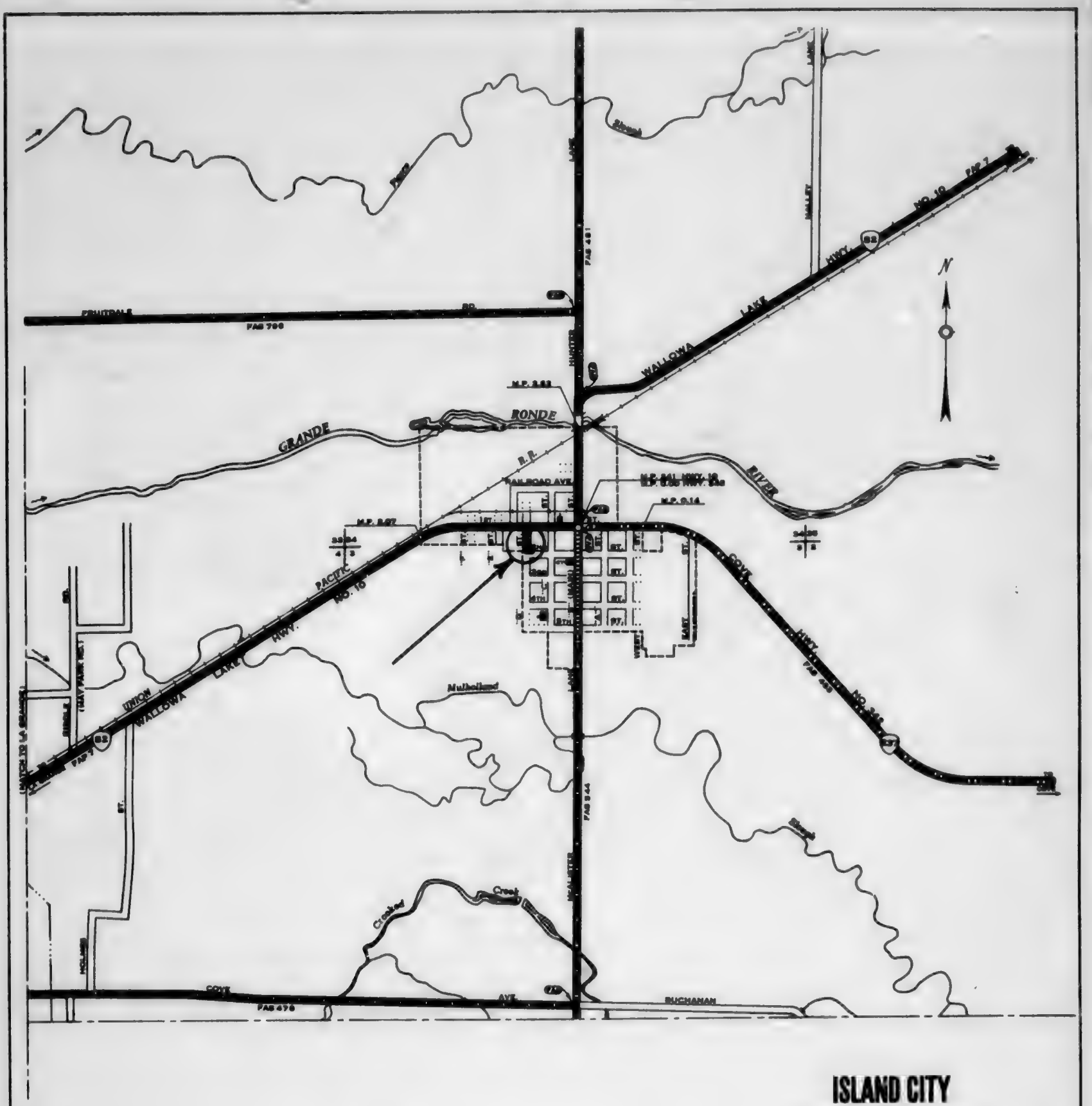
JAN 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER



LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

ISLAND CITY

UNION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 160

Scale in Feet

Revised September 1968

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JAN 3 - 1972

FOR FILING

7766

December 29, 1971

City of Island City
City Hall
Island City, Oregon 97851

MISC. CONTRACTS and AGREEMENTS No. 4395

Attention: Miss Lydia Prouty
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a cooperative construction-finance agreement covering improvement to "D" Street in your city.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agree. att.)

SCA

Island City, Oregon.

Dec. 13, 1971

Oregon State Highway Division,

Attention Mr. R. L. Porter, State Highway Engineer By H. S. Cox
County and City Engineer.

Salem, Oregon.

Dear Mr. Porter:

With reference to your letter of December 8, 1971 regarding commission approved allotment project fund for Island City and we would be contacted later. There were no enclosures as per the following:

"The project was approved on the basis of the attached project description and city map, showing in red the limits of the approved project. Also attached are regulations pertaining to these projects."

Very truly yours,

City Of Island City.

By Lydia Prouty
Secretart-Treasurer-Recorder
City Of Island City.-P.O.Box 544
Island City, Oregon. 97851.

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COUNTY & CITY SECTION
DEC 17 1971
ENGR. COOR. CE AE UE
UPE CE RE RPE

RECEIVED
DEC 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Herewith are the above "enclosures,"

Oscar H. Norberg

☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ GE
☐ UPE ☐ CE ☒ RE ☐ SPE ☐

Miss Lydia Prouty
City Recorder
P. O. Box 544
Island City, Oregon 97851

December 8, 1971

Dear Miss Prouty:

On November 24, 1971, the State Highway Commission approved the city's request for a 1972 Special City Allotment project to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the attached project description and city map, showing in red the limits of the approved project. Also attached are regulations pertaining to these projects.

You will be contacted in the near future concerning construction details.

Very truly yours,

R. L. Porter
State Highway Engineer

By

H. S. Cox
County and City Engineer

OHN:ljt
Att.

cc: H. S. Coulter

City:	Island City
County:	Union
gion:	5
Population: 1966	168
1971	254
Previous Projects:	1
Previous Amount:	$ 11,891
Last Project:	1951

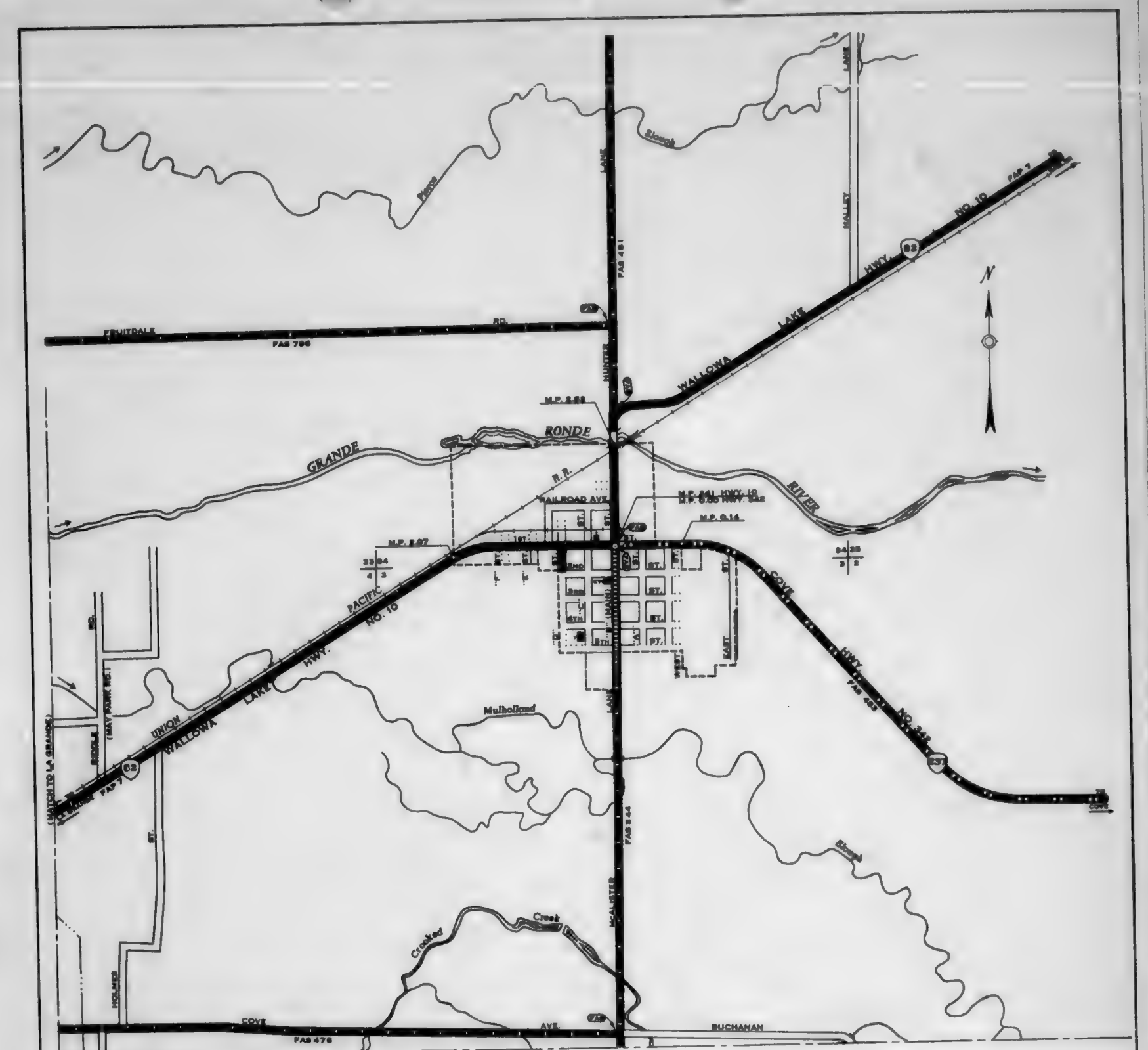
Proposed Project-1972: Surface and pave "D" Street from 1st Street to 2nd Street. To provide a 40' wide street without curbs.

Length of Project: 0.06 mile. Base design: 16" course crushed, 2" level course. 3½" A.C. pavement.

	S.C.A.	City	Total
Estimated Cost:	$14,000	$ --	$ 14,000

Remarks: The existing street has a coarse bar-run base without other surfacing. There is a scale platform in the street that is used continually by public trucks since this service is not otherwise available. The proposed construction will complete a paved loop for the above hauling and other local traffic.

Recommendation: Approval recommended.



ISLAND CITY

UNION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 160

Scale in Feet

Revised September 1968

LEGEND

- FAI — FEDERAL AID INTERSTATE SYSTEM
- FAP — FEDERAL AID PRIMARY SYSTEM
- FAS — FEDERAL AID SECONDARY SYSTEM-STATE
- FAS — FEDERAL AID SECONDARY SYSTEM-COUNTY
- FAS — OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
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- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

S.C.A. Investigation Data

City of Island City Date 7/20/71 Div. V
Population: 1966 168
1971 254
Street "D" Street from First to Second St

No. previous projects 1
Last project 1951 (year)
Total SCA funds $ 11891
Funds/capita $ 46.81
Average/capita $ 79.87

EXISTING

Surface now in place: A.C. ___ Oil ___ Gravel X Concrete ___
Surface width: ___ feet, Shoulder-shoulder width: 40 feet
C-C width: ___ feet, R/W width: 60 feet
Remarks: large gravel surfacing - round material. There is a transformer pole about 15' from ℄ that will have to move. The street is on the E/W which is an encroachment. The base appears adequate with a leveling course and 4½" of A.C. The drainage now goes over the road, it is proposed to put a x-pipe & 2 inlets to act as bubblers.

PROPOSED

Surfacing: A.C. X Oil ___ Other ___
Pave. width: 24 feet, Shoulder width 4 feet, C-C width: ___ feet
BASE DESIGN: A.C. 4½ inches, Leveling 2 inches, Base Exist'g inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.055 mile, 290 feet. Type curb: None
Remarks: There is a lot of truck traffic which makes this loop especially over the public scales, for 260 a good project

ESTIMATE Item	Unit	Gross*	Price	Amount	
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 1000	1000
Clearing & grubbing	all	all	L.S.		
General excavation 8 Blade hrs	~~c.y.~~ hrs	8	25 30.00	200	240
Concrete sidewalks	sq. yd.	—			
Trench excavation	c.y.	18	8.00 10%	144	180
Watering	M-gal.	30	6.00 5%	180	150
Level material (3/4-0)	c.y.	100	5.00 +5%	500	450
Base material	c.y.	—	—		
Asphalt	ton	255	12.00	3060	3000
Binder	all	all	L.S.	—	
Concrete inlets	each	2	200	400	400
Culvert pipe 12-inch	lin. ft.	60	6.00 5%	360	300
Concrete curbs —	c.y.	—			

*Items include 10% allowance

Total	$ 5844	5780
Perm. signing ($100/intersection)	100	100
Flagging	300	300
Total	$ 6244	6180
Engineering & contingencies (20%)	1249	1236
Total	$ 7493	7416
City's estimated share of survey	———	
TOTAL ESTIMATED COST	$ 7500	

Paved area $\frac{(59' \times 18) + (43 \times 90) + (37.5 \times 50) + (32 \times 84)}{9}$ Island City

1062 + 3870 + 1875 + 2750

43
32

=

1062
3870
1875
2750
9557
−300
9257 = 1029 sq Yd

Area of Scale

8 hrs blade time

Watering 27 + 3 for Shaping street = 30 M-Gals

2" $\frac{3}{4}$-0 Lev. Co $0.17 \times 9257 = 2314 \text{ ft}^3 = 58$ C.Y.

$\frac{290 \times 0.54 \times 2.0}{27} = 12$ C.Y. $\quad 70 \times 1.43 = \underline{100}$ C.Y.

4½" Paving $9257^{\square'} \times 45'' \times 0.00611 = 255$ Tons

2 C-1 Inlets

60' Sew. Pipe 12-inch

Trench Exc $\frac{60 \times 3.0 \times 2.5 \times 1.1}{27} = 18$ C.Y.

"D" St

0.0 on 2nd

0.01 Pit Sewer

0.055 First St

290'
20 Extra
310

Round Gravel Surfaced

S.C.A. Investigation Data

City of Island City Date 7/20/71 Div. 5
Population: 1966 168 1971 254
Street "D" Street from First Street to 2nd Street

No. previous projects 1
Last project 1951 (year)
Total SCA funds $ 11,891
Funds/capita $ 46.81
Average/capita $ 79.87

EXISTING

Surface now in place: A.C. ____ Oil ____ Gravel x Concrete ____
Surface width: ____ feet, Shoulder-shoulder width: 40 feet
C-C width: ____ feet, R/W width: 60 feet
Remarks: large gravel surfacing - round material. There is a transformer pole about 15' from ℄ that will have to move. The scale is on the R/W which is an encroachment. The base seemed to be holding the traffic. The drainage goes over the road. It is proposed to put a x-pipe & 2 inlets to act as bubblers. There is a lot of truck traffic over scale especially.

PROPOSED

Surfacing: A.C. ____ Oil ____ Other ____
Pave. width: 24 feet, Shoulder width 8' feet, C-C width: ____ feet
BASE DESIGN: A.C. 3½" inches, Leveling — inches, Base 16" inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.055 mile, 290 feet. Type curb: No Curbs
Remarks: Total reconstruction.
Possible scale platform can be shimmed up to provide height enough to match a leveling course and a full depth A.C. above this. To avoid total reconstruction

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 1000
Clearing & grubbing	all	all	L.S.	—
General excavation	c.y.	591	2 50	1478
Finishing roadbed & slopes ($1,500)	mile	—		
Trench excavation	c.y.	18	10 00	180
Watering	M-gal.	22	5 00	110
Level material (3/4-0)	c.y.	—		
Base material	c.y.	817	4 50	3677
Asphalt	ton	260	12 00	3120
Binder	all	all	L.S.	250
Concrete inlets 6-1	each	2	200	400
Culvert pipe 12" Conc. Pipe	lin. ft.	60	5 00	300
Concrete curbs	c.y.	—		

*Items include 10% allowance

Total	$ 10,515
Perm. signing ($100/intersection)	100
Flagging	300
Total	$ 10,915
Engineering & contingencies (20%)	2183
Total	$ 13,098
City's estimated share of survey	———
TOTAL ESTIMATED COST	$ ____

say $14,000

RECEIVED
COUNTY & CITY SECTION
APR 19 1971
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

SCA

PROJECT DATA, CITY OF Island City Ore Date 4/12/71

To be financed by Special City Allotment Fund and necessary city funds.

Street name B - Street
(Locate project on attached map.)

Project length 300 ft app

DESIRED STREET SECTION:

Standard roadway; width of travel way: 48 feet, width of shoulders: 10 feet

Curbed section; width curb to curb: _____ feet

Remarks _____

_____

Surface now in place: Oil ____ Paving ____ Gravel X

Present surface width: 30 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No no

State to furnish right-of-way descriptions? Yes ____ No no

Give width of intersecting streets: 60 ft

Are intersecting streets curbed? Yes ____ No no

Remarks _____

_____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No no

Width between present curbs: _____ feet

City to construct curbs? Yes ____ No no

To be constructed as part of project? Yes ____ No no

Length of desired radius on curb returns: _____ feet

Does city desire special type of curbs? Yes ____ No no

Explain: _____

_____

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes___ No no

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes___ No no

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes___ No no

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: _____feet

Remarks_____

_____

STORM SEWERS -

Now in place?. Yes___ No no

If yes, are they adequate for increased flow? Yes___ No___

Indicate depth of main lines from present surface: 36 ~~feet~~ in (Water Only)

To be constructed by City? Yes___ No___

To be constructed as part of project? Yes___ No___

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes___ No no /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: _____feet

Remarks_____

_____

_____

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 36 ~~feet~~ in

Remarks _____

_____

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No no

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? _____

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No no (If yes, please include copy of ordinance.)

Remarks _____

_____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes X No ___

Electric poles? Yes X No ___

Which company? CP&Co
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? General

Railroad tracks? Yes ___ No no

Which company? _____

Is crossing presently protected by automatic railroad signals?

Yes ___ No ✓

Remarks _____

_____

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes ___ No X

Remarks _____

_____

_____

GENERAL INFORMATION:

Are city finances available? Yes ___ No ✓

When available? Date _____

Has city established grade on street? Yes ___ No ___
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: _____

_____

_____

General remarks: _____

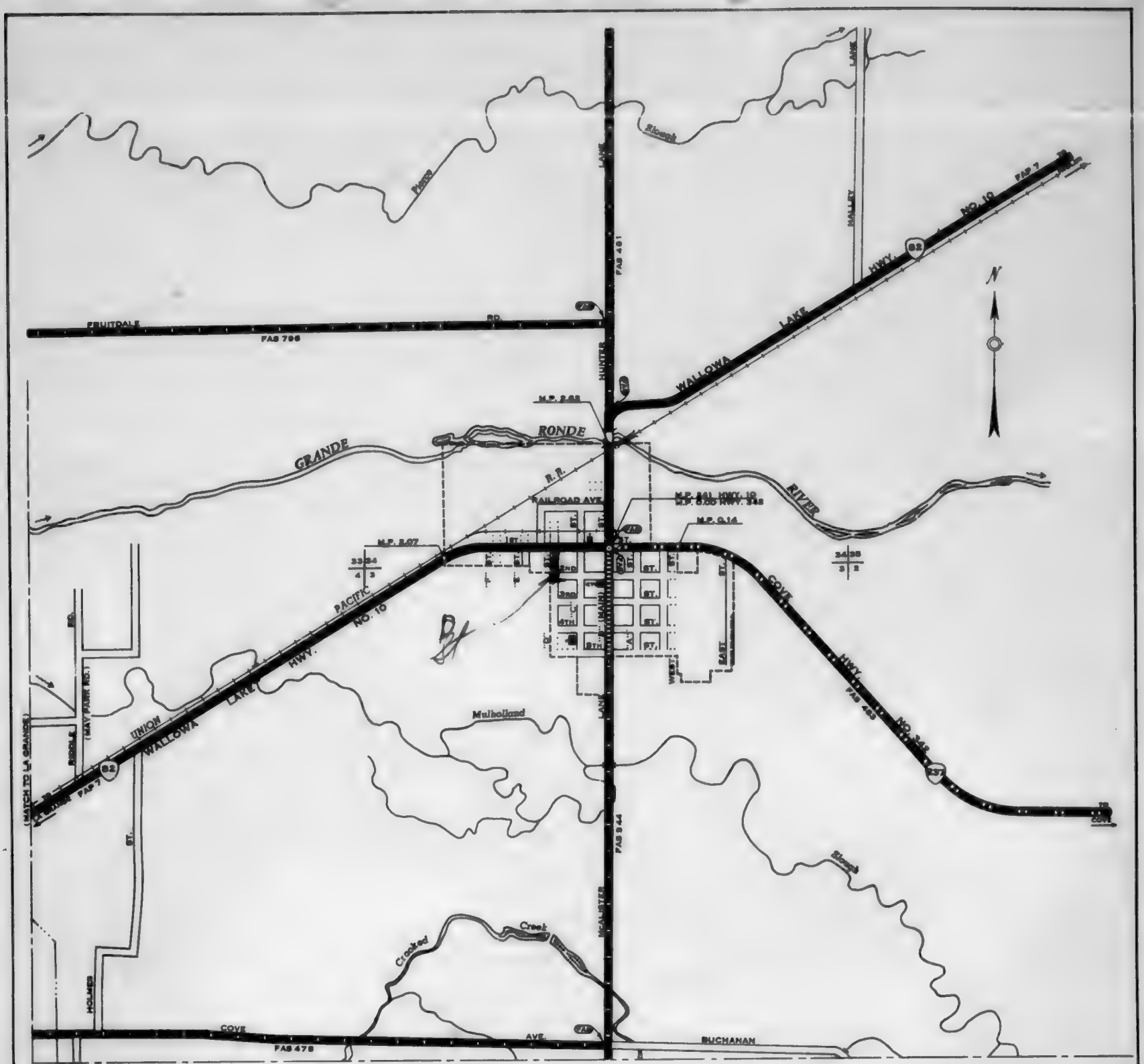
_____

_____

By Lester C Masterton
Mayor

By Lydia Sowter
City Recorder or City Manager

By _____
City Engineer



ISLAND CITY

UNION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 160

Scale in Feet

Revised September 1969

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

February 23, 1971

City of Island City
P. O. Box 544
Island City, Oregon 97851

Gentlemen:

This is to acknowledge receipt of a resolution adopted by the City of Island City requesting aid from the annual $250,000 Special City Allotment fund.

Enclosed are two sets of project data sheets which are to be filled out for the requested street improvement. Please make appropriate entries on both sets, retain one set for your records, and forward one set to this office. Expeditious handling of this matter will be appreciated.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1972 program.

Very truly yours,

R. L. Porter
State Highway Engineer

By: H. S. Cox
County and City Engineer

OHN:ljt
Encl: SCA Project Data Form

NOTED
DON HARWELL

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Island City is an incorporated city of the State of Oregon and has a population of 202 as given by the latest official census; and

WHEREAS, the following streets of said city, Of Island City

Scale "D" Street from Highway 82 to third Street , from third Half Block between C and D. Street.

C Street from Highway 82 to Railroad Avenue.

RECEIVED
COUNTY & CITY SECTION
FEB 2 2 1971
ENGR. COOR. OE AE UE
UPE CE RE RPE

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

cc-50, 1959 Rev.)

4. That the City of Island City does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Lester Masterton, Mayor as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 8th day of February, 1971.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Island City at a regular or special meeting of said Council, held on the 8th day of February, 1971, and the above copy is a true and correct copy of the original and of the whole thereof.

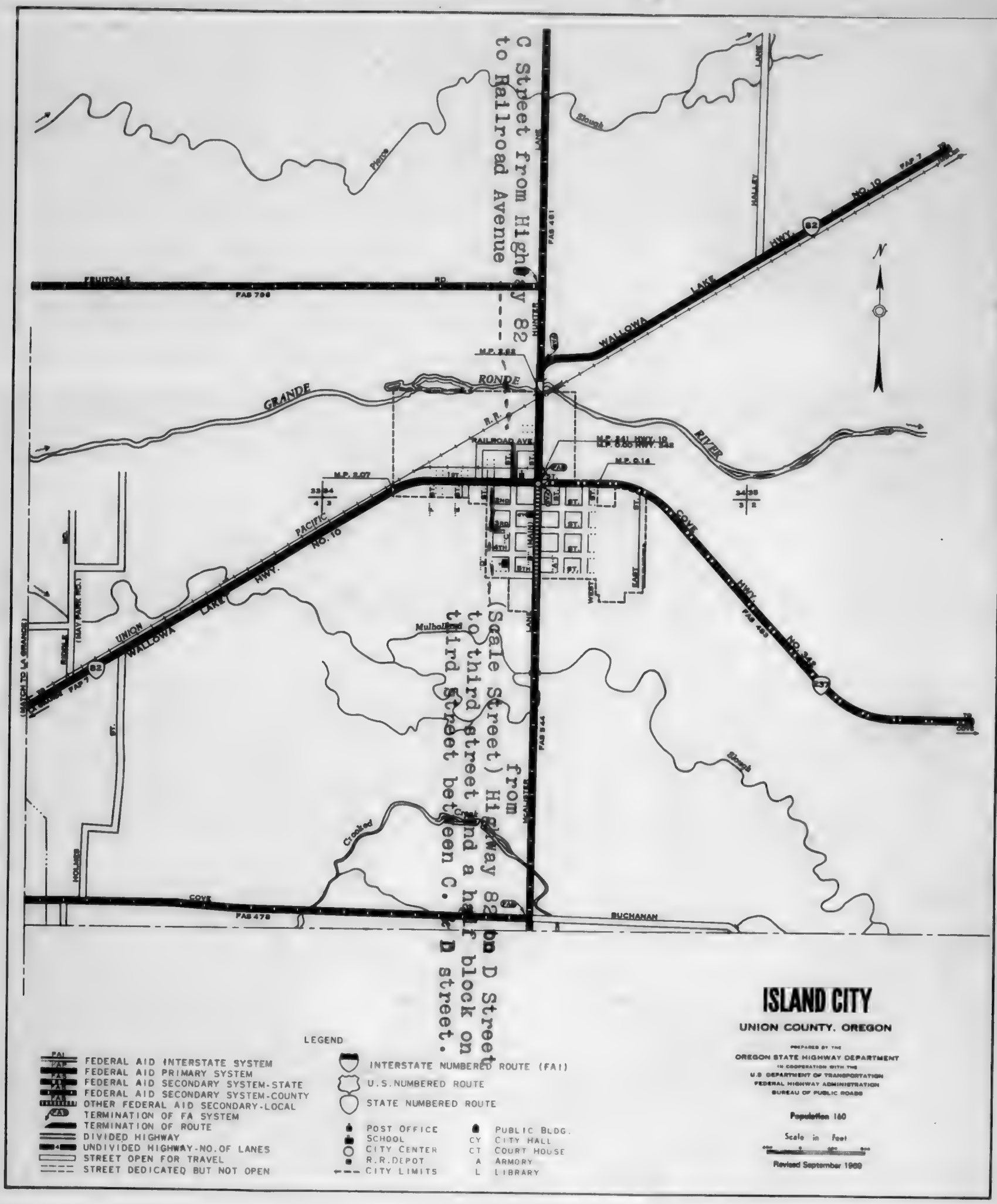
Dated this 18th day of February, 1971.

(Miss) Lydia Prouty
City Recorder

(cc-50, 1959 Rev.)

C Street from Highway 82
to Railroad Avenue

(Scale Street) Highway 82 on D Street
from
to third street and a half block on
third Street between C. and D street.



LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
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- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
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- A ARMORY
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ISLAND CITY

UNION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 160

Scale in Feet

Revised September 1969

P.O.Box 544
Island City Oregon
Jan. 20, 1971

RECEIVED
COUNTY & CITY SECTION
JAN 21 1971
☐ ENGR. ☐ ☐ ☐ ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Mr. H. S. Cox,
County, City Section;
Oregon State Hiway Bldg.
Salem Oregon.

Dear Mr. Cox;

The City of Island City has a street ('D' Street) that intersects Hiway 82 two blocks west of Mc Allister Lane that is used excessively and almost totaly by heavy commercial equipment. On it is lacated the only truck scales in the area, hence heavy useage by log trucks, chip trucks, lumber and plywood haulers as weal as farmer hay and livestock trucks. Also within the last year a heavy equipment and repair service, Kent truck and Diesel Co. has located on it, and adjacent to the street is the Valley Chemical Co. , whose product, liquid fertilizer, is hauled in and out over this street by trucks. One other heavy user is a logging contracter whose garage and headquarters is adjacent to the street.

The City has been unable to pave the street account it was not included in the long range paving planning for paving. Even by our continued dumping of gravel, and by grading we have been unable to hold the street.

Since we did not realise that this type of request could only be reviewed by your department at the end of the year, it is unfornate for us to have delayedthis request for consideration to have the State pave the street this year. However we hope that there is apossibility of your reviewing this request and giving it your most prompt and serious consideration.

Sincerely yours,

CITY OF ISLAND CITY OREGON:

Lester A Masterton

LESTER A. MASTERTON, MAYOR.

CC Division Engineer La Grande Oregon.

Island City 7/20/71
"D" Street
from 1st to 2nd St.

Excavation $\frac{1.25 \times 40 \times 290 \times 1.1}{27} = 591$ C.Y. 0.055 length 290'

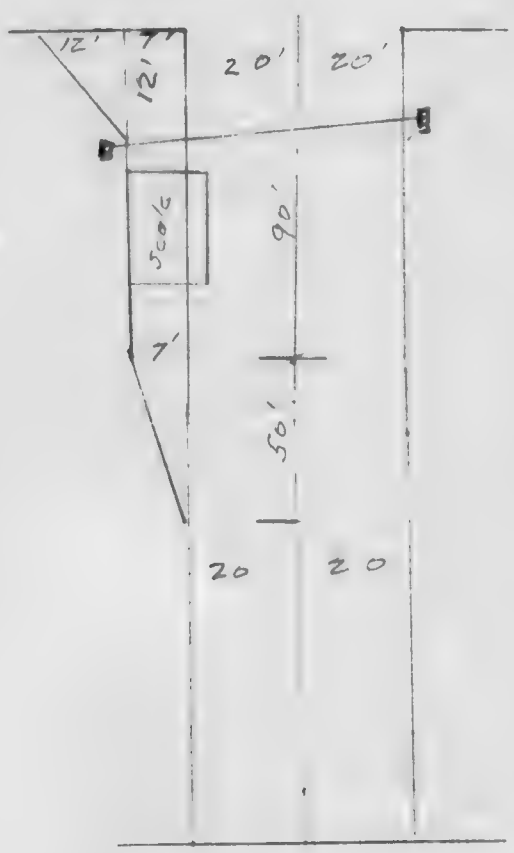
Trench exc $\frac{60 \times 3.0 \times 2.5 \times 1.1}{27} = 18$ C.Y.

2 G-1 Inlets
60' - 12" Sewer Pipe

Base $\frac{1.33 \times 40 \times 290 \times 1.1}{27} = 517$ C.Y.

Watering 817 x 0.0275 = 22 M-Gals

Paving

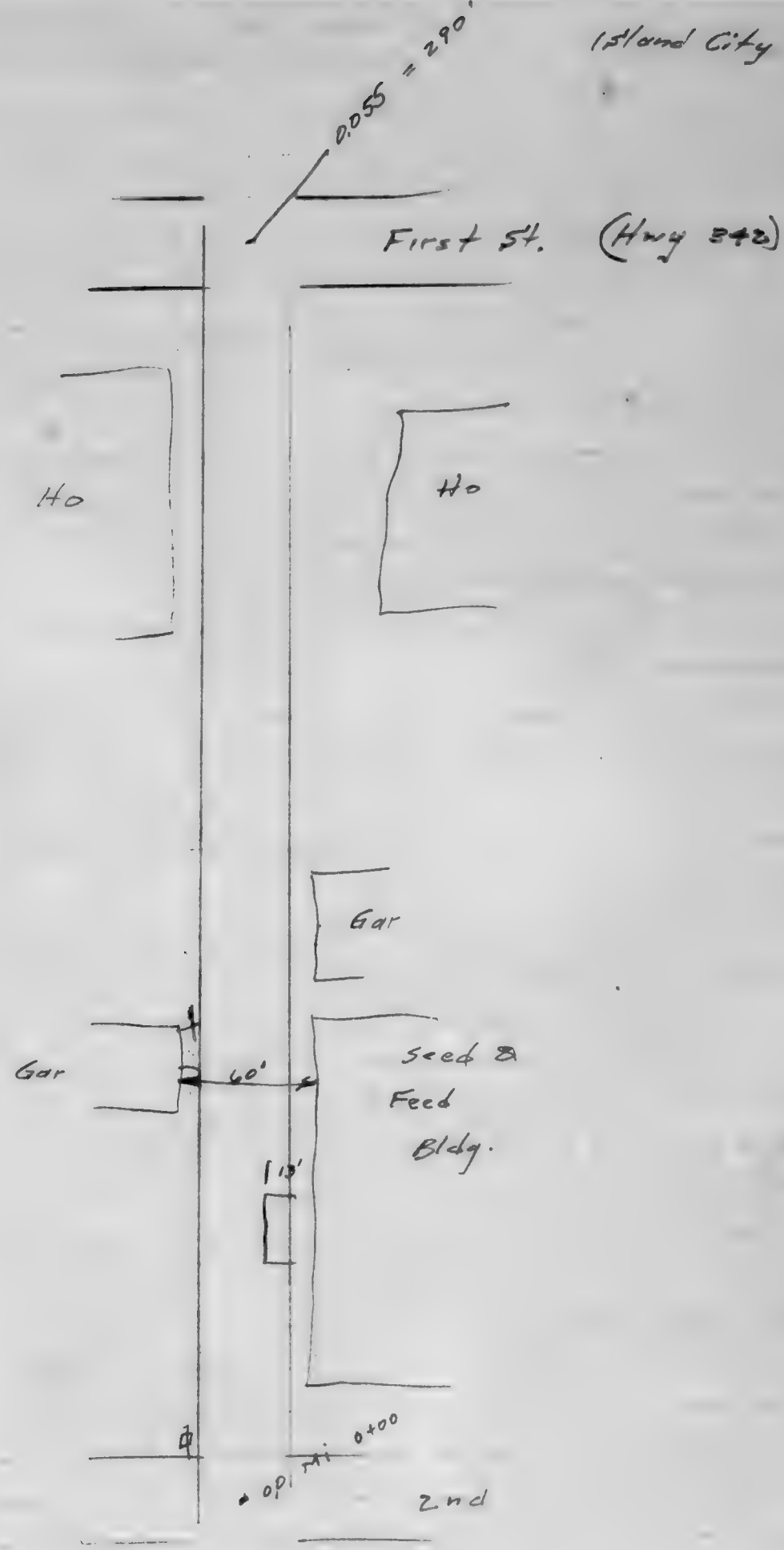


290 x 40 = 11,600
90 x 7 = 630
12 x 6 = 72
7 x 25 = 175
— Scale Area: 300 □'
12,177 □' = 1,353 □ yd.

12,177 x 3.5 x 0.00611 = 260 Tons

Binder Cs 2½

-22'
+20
+22


0.055 = 290'
Island City
First St. (Hwy 342)
Ho
Ho
Gar
Gar
60'
Seed & Feed Bldg.
113'
0+00
Opi
2nd

End St

75'

Approx Edge of Pav't

43'

13'

Move Pole

13'

290'
-12
-22
256'
170
86

Soils Section says
Not enough -

Lev. Cs 2" 4½" AC

$8,000

43±

90'

50'

170'

"D" St

16'

16'

60' R/W

First St

7767 Pacific Ave. at "B" St. (Forest Grove) Section (Traffic signals) 1972

C&A 4340 10-18-71

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** May 30, 1975

CITY Forest Grove **Contract No.** 7767 **Date Completed** 4/2/73

PROJECT # T-5011 (2) EHS-T-5011(3) **Section** Pacific Avenue @ "B" Street

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payments to Contractor	$22,749.74
SFO #1 Permanent traffic lines	258.84
SFO #2 Remove AC Jigglebars	368.85
SFO #3 Furnish and Install "Signal Ahead" sign	174.97
Construction Engineering	3,234.76
Interest Paid to Contractor	8.71
Preliminary Engineering	4,243.53
TOTAL PROJECT COST	$31,039.40
Federal Aid Funds Collected:	
Preliminary Engineering	$ 2,700.62
Construction	16,602.87
Amount to be shared by state & city	$11,735.91
City share per agreement dated 10/15/71:	
50% of $11,735.91	$5,867.95
City's advance deposit	6,500.00
BALANCE TO BE REFUNDED TO CITY	632.05

Reference: Billing Form CC 1478

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

FORM A-87 (REV. 2-71)

FROM: County - City Unit

ADDRESS: 203 State Hwy. Bldg. Salem

TO: ACCOUNTING SECTION—

DATE OF REQUEST: 5/30/75

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NUMBER): Request for Outside Billing #CC 1322 - Invoice #110083

DATE OF ORIGINAL DOCUMENT: 10/24/72

VENDOR'S NAME:

DATE OF VENDOR'S INVOICE:

QUANTITY	UNIT	DESCRIPTION	CHARGE DISTRIBUTION	CHARGE AMOUNT	CREDIT DISTRIBUTION	CREDIT AMOUNT
			34-0610-299	771 45	34-0605-299	771 45
		TOTAL		771 45		771 45

(FOR ACCOUNTING SECTION USE ONLY)

ORIGINAL CHARGE ON VOUCHER

REASON FOR THIS REQUEST: The original transfer of City's advance deposit was credited to the construction prefix. A portion should be credited to the preliminary engineering prefix 34-0605

PREPARED BY: Gordy E. Zehner

APPROVED:

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67504-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Forest Grove
City Hall
Forest Grove, Oregon
Attention of Mr. Daniel E. Durig, City Manager

Request No. (assigned by staff engineer or head of section) CC - 1478

Date May 20, 1975

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Topics Project T - 5011 (2) and EHS - T - 5011 (3)
Pacific Avenue @ "B" Street
City of Forest Grove
Covered by agreement date October 15, 1971
Contract No. 7767

Itemized Statement: CLR - DT File No. 501103 Advance Deposit $6,500

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	$6,500	
		Amount Previously Transferred	5,500	
				$1,000
		City Costs per attached sheet	$5,867.95	
		Less amount previously transferred	5,500.00	
				367.95
		REFUND DUE CITY		$632.05

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $6,500

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $5,500

Give the number of the last previous request in connection with this same service. CC 1322

Credit distribution: (See attached Transfer of Cost Distribution)
34-0610-299 $367.95

Submitted by: Gary E. Zehren

Approved:
Regional Engineer

Approved: ☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE ☐ UPE ☐ CE ☐ RE ☐ RPE ☐
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
		TOT P1				10.73CR
		TOT N1				7,946.68
		** JOB TOTALS **		**	**	7,936.05
GALES CR RD & E ST	CONT NO	* FA PROJ NOS T	511002 100			
	034 0605	296	00 N 9			
	034 0605	298	00 N 9	4.24CR		2,700.62CR
	034 0605	900	00 P 1	4.24		2,700.62
	034 0605	901	00 P 1			1.50
	034 0605	905	00 P 1			1,656.73
	034 0605	909	00 P 1			272.83
	034 0605	910	00 P 1			100.16
	034 0605	911	00 P 1			272.92
	034 0605	911	00 N 1			614.12
	034 0605	912	00 P 1			.61
	034 0605	914	00 P 1			48.15
	034 0605	920	00 P 1			142.01
	034 0605	921	00 P 1			6.50
		TOT P1				441.00
		TOT N1				4,242.92
		** JOB TOTALS **		**	**	.61 4,243.53
SW 72ND AVE-SW GREENSBURG RD	CONT NO 7682	* FA PROJ NOS T	525014 100			
	034 0608	201	00 P 1			23,774.00
	034 0608	201	00 N 1			153.96
	034 0608	203	00 P 1			210.00CR
	034 0608	278	02 P 1			202.92
	034 0608	278	02 N 1			13.62
	034 0608	296	00 N 9	552.97		21,200.00CR
	034 0608	298	00 N 9	552.97CR		16,000.03
	034 0608	299	00 N 9			4,000.00
	034 0608	900	00 P 1	1,126.35CR		2,500.00
	034 0608	900	02 N 1	1,126.35		1,243.37
		TOT P1				2.24
		TOT N1		1,126.35CR		26,171.30
		** JOB TOTALS **		1,126.35 **	**	1,410.55 27,582.25 **
SW CANYON RD-SW 12TH ST	CONT NO	* FA PROJ NOS T	525021 100			
	034 0609	296	00 N 9			
	034 0609	298	00 N 9	1.69		2,200.21CR
	034 0609	901	00 P 1	1.69CR		2,200.21
	034 0609	901	00 N 1	.59CR		2,548.10
	034 0609	905	00 P 1	.59		
	034 0609	905	00 N 1	10.56CR		875.71
				10.56		

				TOT	P1					11.44CR			3,582.42
				TOT	N1					11.44			
				** JOB TOTALS **					**			**	3,582.42
PAC AVE NT 3 ST-FOREST GROVE	CONT NO 7767	& FA PROJ NOS T	511003 100										
	034	0610	201	00	P	1							24,519.74
	034	0610	203	00	P	1							1,770.00CR
	034	0610	206	00	H	1				8.71			8.71
	034	0610	252	02	P	1				6.72			362.85
	034	0610	252	02	H	1				6.72CR			
	034	0610	266	00	H	1				8.71CR			
	034	0610	276	03	P	1		9.09		19.48			174.97
	034	0610	276	03	H	1		9.09CR		9.03CR			9.09CR
	034	0610	278	01	P	1				15.84			258.84
	034	0610	278	01	H	1				15.84CR			
	034	0610	296	00	H	9				307.05			22,102.87CR
	034	0610	298	00	H	9				307.05CR			16,602.87
	034	0610	299	00	H	9							5,500.00
	034	0610	900	00	P	1				679.06CR			2,532.24
	034	0610	900	00	H	1				679.06			702.52
			TOT	P1				9.09		520.02CR			26,004.64
			TOT	H1				9.09CR		647.47			202.14
			** JOB TOTALS **						**	127.45		**	26,786.78
TV HWY-FAP T-5014(2)	CONT NO 7860	& FA PROJ NOS T	514002 100										
	034	0611	201	00	P	1							97,559.64
	034	0611	201	00	H	1							75.00
	034	0611	203	00	P	1							1,050.00CR
	034	0611	206	00	H	9				2,173.91			
	034	0611	276	05	P	1		7.55		113.48			224.93
	034	0611	276	05	H	1		7.55CR		7.55CR			3.55CR
	034	0611	278	03	P	1							78.00
	034	0611	285	01	P	1				238.60CR			21,500.48
	034	0611	285	04	P	1							2,972.85
	034	0611	296	00	H	9				1,422.07			90,112.93CR
	034	0611	298	00	H	9				1,422.07CR			64,312.93
	034	0611	299	00	H	9							25,800.00
	034	0611	900	00	P	1				1,066.68CR			12,013.53
	034	0611	900	00	H	1				1,066.68			1,244.19
	034	0611	915	00	P	1				137.63			315.11
	034	0611	915	00	P	1							78.74
	034	0611	915	00	H	1							22.50
			TOT	P1				7.55		1,054.17CR			134,433.56
			TOT	H1				7.55CR		1,059.13			1,315.92
			TOT	H9						2,173.91			
			** JOB TOTALS **						**	2,178.87		**	135,749.30

(MEMORANDUM)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6) 2-8-74

P.O.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

PAID BY

THE UNITED STATES, DR., TO (Insert official or depositary named in project agreement)

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Or 97310

(For use of Paying Office)

STATE
Oregon

FEDERAL AID PROJECT NO.
T-5011(2) Forest Grove

VOUCHER PERIOD: FROM 9-3-71 TO 2-8-74

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$4,243.53	$4,242.92	63.65%	$2,700.62	$2,700.62	$0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

V. E. Skoog
Controller

Oregon

0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Gales Cr. Rd. at 'E' St. & Pac. Hwy. at 'B' St. (Forest Grove) Sec.					
	Washington County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All Required			$4,242.92	
	Total Preliminary Engineering Cost				$4,242.92	
	Total Participating Cost				$4,242.92	
	Nonparticipating Items					
	Preliminary Engineering	All Required			$ 0.61	
	Total Nonparticipating Cost				0.61	
	Total Cost				$4,243.53	

AMOUNT CARRIED FORWARD.....

VOUCHER FO
FEDER

GPO 914-021

(MEMORANDUM)

Final Voucher

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

P.O. VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6) 1-9-74

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building
Salem, OR 97310

(For use of Paying Office)

STATE

Oregon

FEDERAL AID PROJECT NO.

EHS-T-5011(3) Forest Grove

VOUCHER PERIOD: FROM March 8, 1972 TO January 9, 1974

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
26,795.87	26,084.64	63.65%	16,602.87	16,602.87	0.00	

RECEIVED DIVISION OFFICE — BY — DATE

FIELD AUDIT MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS

Oregon

0.00

V.E. Skoog, Controller

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	PACIFIC AVE. @ "B" ST. (FOREST GROVE) SECTION					
	WASHINGTON COUNTY					
	Construction					
	Type Code Y031					
	Traffic Signal Installation (Pacific Ave. @ B St.) (Contract 7767)					
	Final Contract Payment Summary		Lump Sum		$24,519.74	22,749.74
	#1 Permanent traffic lines		All Required		258.84	
	#2 Remove AC jigglebars		All Required		368.85	
	#3 Furnish & Install SIGNAL AHEAD sign		All Required		174.97	
	Total Construction Cost				$25,322.40	
	Construction Engineering					
	State		All Required		$ 2,532.24	
	Liquidated Damages					
	Final Contract Payment Summary		Lump Sum		$(1,770.00)	-
	Total Participating Cost				$26,084.64	
	Non-participating Items					
	Interest Paid to Contractor		All Required		$ 8.71	
	Construction Engineering		All Required		702.52	
	Total Non-participating Cost				$ 711.23	
	TOTAL COST				$26,795.87	

AMOUNT CARRIED FORWARD.....

Pac

GPO 914-021

(MEMORANDUM) Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

P. VOUCHER NO.

VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

APPROPRIATION

1-9-74

SCHEDULE NO.

THE UNITED STATES, DR., TO (Insert official or depositary named in project agreement)

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: EMS-T-5011(3)

VOUCHER PERIOD: FROM March 8, 1972 TO January 9, 1974

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
26,795.87	26,084.64	63.65%	16,602.87	16,602.87	0.00	

RECEIVED DIVISION OFFICE — BY — DATE

FIELD AUDIT MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS

Oregon

0.00

V.E. Skaug, Controller

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	PACIFIC AVE. @ "B" ST. (FOREST GROVE) SECTION					
	WASHINGTON COUNTY					
	Construction					
	Type Code Y031					
	Traffic Signal Installation (Pacific Ave. @ B St.) (Contract 7767)					
	Final Contract Payment Summary		Lump Sum		$24,519.74	
	#1 Permanent traffic lines		All Required		258.84	
	#2 Remove AC jigglebars		All Required		368.85	
	#3 Furnish & Install SIGNAL AHEAD sign		All Required		175.97	
	Total Construction Cost				$25,322.40	
	Construction Engineering					
	State		All Required		$ 2,532.24	
	Liquidated Damages					
	Final Contract Payment Summary		Lump Sum		$(1,770.00)	
	Total Participating Cost				$26,084.64	
	Non-participating Items					
	Interest Paid to Contractor		All Required		$ 8.71	
	Construction Engineering		All Required		702.52	
	Total Non-participating Cost				$ 711.23	
			TOTAL COST		$26,795.87	

AMOUNT CARRIED FORWARD....

FORM PR-20A (6-71)

GPO 914-021

SUMMARY OF COMPLETED FEDERAL AID WORK

Pacific Ave. @ "B" St. (Forrest Grove) Section

EHS-T-5011(3)

Description	Type Code	Total Cost	FA Funds	Total Length
Traffic Signal Installation (Pacific Ave. @ "B" St.)	Y031	$26,795.87	$16,602.87	0.00 mile

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D. VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

APPROPRIATION

2-8-74

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Or 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T-5011(2)

VOUCHER PERIOD: FROM 9-3-71 TO 2-8-74

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$4,243.53	$4,242.92	63.65%	$2,700.62	$2,700.62	$0.00	

RECEIVED DIVISION OFFICE — BY — DATE

FIELD AUDIT MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS

Oregon

V. E. Skoog
Controller

0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Gales Cr. Rd. at 'E' St. & Pac. Ave. at 'B' St. (Forest Grove) Sec.					
	Washington County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering		All Required		$4,242.92	
			Total Preliminary Engineering Cost		$4,242.92	
			Total Participating Cost		$4,242.92	
	Nonparticipating Items					
	Preliminary Engineering		All Required		$ 0.61	
			Total Nonparticipating Cost		0.61	
			Total Cost		$4,243.53	

AMOUNT CARRIED FORWARD...

FORM PR-20A (6-71)

GPO 914-021

Salem, Oregon

February 8, 1974

V. E. Skoog
Fiscal Officer
Department of Transportation
B U I L D I N G

L. H. Young
Project Management Engineer

Project No. T-5011(2)
Gales Creek Rd. at "E" Street and Pacific Ave. at "B" Street
(Forest Grove) Section

The City of Forest Grove requested the subject project be closed; therefore would you please have the necessary action taken for the preparation and submission of the final voucher on this project.

CC: R. N. Chase ✓
R. Bladorn

7717

STATE COPY

5

OSHD (Coulter)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

1-7-74

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Washington	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
1-7-74	W. N. Bryant, Area Engineer		RHS T-5011(3)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
4-2-73	6-11-73	127 %	220 cal days
APPROVED EXTENSIONS	**LOCATION** Intersection of Pacific Avenue at "B" Street in the City of Forest Grove		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report. Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JAN 10 1974
REGIONAL OFFICE

PACIFIC AVENUE AT "B" STREET
TUALATIN VALLEY HIGHWAY
Traffic Signals

This project provided for the installation of a fully traffic activated signal system and minorchannelization at an existing intersection. All contract work was completed in reasonably close conformance with contract specifications on 4-2-73 at a final cost of $25,898.81 or approximately 9 percent below the authorized amount of $28,507.07. A total of 279 calendar days were used in completing the work. Liquidated damages totaling $1770 were assessed accordingly for the 59 calendar day overrun in contract time. There were no major significant overruns or underruns in contract bid items.

1-11-74
ay Court
Young

NOTED
H.S.COULTER

RECEIVED
JAN 11 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JAN 10 '74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: W. N. Bryant W. N. Bryant, Area Engineer		SIGNATURE: Original signed by E. J. Valach, Dist. Engineer	
TITLE: Area Engineer	DATE: 1-9-74	TITLE: District Engineer	DATE: 1/9/74

Form PR 33-E (Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7767

December 26, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. EHS-T-5011(3)

SUBJECT Request Federal-aid Project Acceptance

Contract 7767, Work Completed April 2, 1973

Project Pacific Ave. at "B" St. (Forest Grove)

Highway Tualatin Valley

County Washington

Acceptance: Transportation Commission June 11, 1973

Federal Highway Administration April 3, 1973

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

cc: F. R. Griffin

BMW:pr

7767

June 20, 1973

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Gentlemen:

On June 15, 1973, we wrote to you concerning release of final payment on Contract No. 7767 for traffic signal installation on Pacific Avenue at "B" Street in the City of Forest Grove on the Tualatin Valley Highway in Washington County.

Final payment on this contract is $1,136.35 and the total contract amount is $22,749.74 including $22.74 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. H. Graham, Assistant Secretary

hs

cc L. K. Comstock & Co., Inc.
P. O. Box 577
Albany, Oregon 97321

Seaboard Surety Company
90 William Street
New York, New York 10038

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
L. W. Rulien

7767

June 13, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7767 , Work Completed April 2, 1973

Project Pacific Ave. at "B" St. (Forest Grove)

Highway Tualatin Valley , County Washington

Type of Work Traffic Signal Installation

Contractor L. K. Comstock & Company, Inc.

Recommended Acceptance Date June 11, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on July 10 for your formal concurrence.

VG:dg

cc C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart
V. Gallagher

7767

STATE COPY

FORM PR-33B
(REV. 3-68)

cc: OSHD (A E Johnson)
Region
Wash DC

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

(Check appropriate box) ☐ Contact ☐ Project Stage Inspection ☒ Final Inspection

Region No.	Report No.	County	Division
	2	Washington	Oregon

Date of Inspection	Inspection Made By	Project No.
3-9-73	W. W. Bryant, Area Engineer	ERS-T-5011(3)

In Company With	Progress of Work	Time Elapsed	Work Completed
Jerry Richardson, Asst Res Engr, OSHD	See below	127 %	100 %

Quality of Work: Satisfactory

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

COPY SENT

MAY 04 1973

REGIONAL OFFICE

PACIFIC AVENUE AT "B" STREET
TUALATIN VALLEY HIGHWAY
Traffic Signals

All contract work was completed in reasonably close conformance with approved plans and specifications on April 2, 1973 at a final estimated cost of $25,898.81, or approximately 9 percent below the authorized amount of $28,507.07. The above cost includes $222.74 for anticipated work, $511.00 for contingencies, and $2,438.07 for engineering. Liquidated damages in the amount of $1,770.00 is also included in the above cost.

A total of 279 chargeable calendar days were used in completing the work as compared to the 220 calendar days specified. Liquidated damages for 59 calendar days were assessed accordingly. There were no overrun or underrun of contract bid items.

All materials incorporated into the work were either tested or inspected in accordance with specification requirements and found to be acceptable.

Project records indicate the contractor fulfilled the EEO requirements of the contract in a timely and reasonable manner.

NOTED
H.G. COULTER

RECEIVED
STATE HWY ENGR
MAY 7 '73
REFER TO
FOR
Info | Engr | R/D | D/R | Sign | Act | File

5-7-73 Cy Cost

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

77767

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 25, 1973

In reply refer to: 10-35-DA

FROM : Mr. G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EHS-T-5011(3)
Pacific Avenue at "B" St. (Forest Grove)
State Force Order No. 4
Total Estimated Amount of the Order - $163.00
Federal Participation - $97.80

NOTED
A. E. JOHNSON

Reference is made to Mr. Young's letter of April 20, concerning the subject order.

The use of State Forces to furnish and install a "Right Turn on Red After Stop" sign is approved as being in the public interest under the provision of PPM 21-6.2 for the following reasons:

1. The contractor has completed all contract work and moved off the project.

2. The State has trained men and specialized equipment to perform the work most economically and expeditiously.

Signing to be performed should be in conformance with the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the actual cost of signing less salvage value if applicable. The estimated total costs of the work to be done under this order is $163.00 with Federal participation of $97.80.

Enclosure
State Force Order No. 4

RECEIVED
STATE HWY ENGR
MAY 1 '73
REFER TO
FOR
Info | Revise | Init'l | Ck'd | Sign | Dist | File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-725—3M

STATE-TYP

OREGON STATE HIGHWAY DEPARTMENT

...D EFFECTIVE DATE 4-16-73
...ent upon modification of pro-
...eement if additional funds are

Order for State Force Work

Malach

APPLYING TO CONTRACT PROJECTS 4-25-73 Order No. 4

Project Name Pacific Ave. At "B" Street (Forest Grove) Date April 12, 1973, 19

Highway Tualatin Valley Contract No. 7767 F. A. Project No. EHS-T-5011(3

County Washington Prefix 34-0610 Account No. 276-04

Description of Work To Be Done:

Furnish and install permanent sign.

Location by Station Numbers: Intersection island area

Estimate of Quantities and Costs:

W.P.

Material
- 1-(R10-9) sign---"Right Turn on Red After ~~Full~~ Stop"---18" x 24"------$50.00
- 1-14 foot 4" x 4" wood post---------- 15.00
- ¼ CY concrete---------- 10.00

Equipment
- Sign truck---1 shift at $17.00/shift---------- 17.00
- Compressor---1 shift at $9.00/shift---------- 9.00
- Jackhammer---1 shift at $2.00/shift---------- 2.00

Labor

Explanation: 2 men---1 shift at 60.00/shift---------- 60.00

Total $163.00

Sign needed to move traffic off of delayed timmer loop detectors. Traffic is not executing the right turn movement as they should.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$28,507.07
Present estimate of project cost, including $163.00 for work under this order	$28,507.07
Expected under-run / over-run (amount)	$ -0-
Expected under-run / over-run (per cent)	-0-

Space to right of this line is for use of Salem Office

Submitted by: Howard R. Harris, Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer, ~~Assistant State Highway Engineer~~ or ~~Office~~ Engineer.

Consult. Engr.

State Printing

J. K.

OREGON STATE HIGHWAY DIVISION

7767

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO V. V. Cusack, Acting Division Engineer DATE April 20, 1973
~~R. E. Thompson, Division Engineer~~
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. EHS-T-5011(3)

SUBJECT Request Change Order Approval

Contract 7767, State Force Order No. 4

Project Pacific Ave. at "B" St. (Forest Grove)

Highway Tualatin Valley

County Washington

The Order covers State forces furnishing and installing a permanent "Right Turn on Red after Stop" sign to ease minor problems at the intersection. It is in the publics interest for State forces to perform this work since the contractor has already moved off of the project and it will improve the right turn traffic movement.

The work conforms to the requirements of PPM 21-6.2 as required for Federal participation. The estimated total cost for work to be done under this order is $163.00 with Federal participation of $97.80. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on April 16, 1973.

Your approval as of April 16, 1973 is requested.

Attach.
JK:pr

OREGON STATE HIGHWAY DIVISION

P.O. Box 02157 Portland 97202 April 17, 1973

City of Forest Grove
City Hall
Forest Grove, OR 97116

Re: Pacific Ave. at "B" St. (Forest Grove)
Tualatin Valley Highway
Contract No. 7767

Gentlemen:

For documentation only, and to clear our records, the subject project was completed April 2, 1973.

The agreement between the State and City, dated October 15, 1971 for construction of subject project, provided that upon completion of the project the City would assume all costs of power consumed by traffic signals and the State would maintain the roadway and signal installation portion of the project.

If you or your representatives have any questions, please contact me at your earliest convenience.

Very truly yours,

L. W. Rulien
Regional Engineer

WFC/pw
bcc Maintenance
Construction
Right-of-Way
County & City
Design
Howard Harris
Floyd Lacey

RECEIVED
COUNTY & CITY SECTION
APR 18 1973
ENGR. COOR. CE AE OE
UPE CE RE RPE

STATE COPY

Oregon State Highway Division

Federal Aid
Project No. T-5011(2)

GALES CR. RD. AT 'E' ST. & PAC. AVE. AT 'B' ST. (FOREST GROVE) SEC.

CITY STREETS IN WASHINGTON COUNTY

Salem, Oregon, April 13, 1973

Revised Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$4,300.00
	Total	$4,300.00

Length of Project ---------- 0.00 mile

Federal Funds ----------	$2,732.00
State Funds ----------	784.00
City Funds ----------	784.00
Total	$4,300.00

Prefix 34-0605

7761

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO V. V. Cusack, Acting Division Engineer ~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE April 11, 1973

Federal-aid Projects
No. EHS-T-5011(3)

FROM L. H. Young
Office Engineer

SUBJECT Request Contract Acceptance

Contract 7767, Work Completed April 2, 1973

Project Pacific Ave. at "B" St. (Forest Grove)

Highway Tualatin Valley

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date May 3, 1973

Conditions not acceptable: None

for V. V. Cusack
Acting Division Engineer

cc: F. B. Klaboe
L. H. Young

NOTED
H. S. COULTER

5-7-73
O/Const.

RECEIVED
STATE HWY ENGR
MAY 7 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7767

5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pacific Ave. at "B" St. Forest Grove	WEEK ENDING: March 31, 1973	
	SECTION PREFIX: 34-0610	
HIGHWAY: Tualatin Valley	COUNTY: Washington	
NAME OF JOB: Pacific Ave. at "B" Street	KIND OF WORK: Traffic Signals	
CONTRACTOR: L.K. Comstock & Co., Inc.	CONTRACT NUMBER: 7767	FEDERAL AID PROJECT NUMBER: EHS T 5011 (3)
DATE OF CONTRACT: JUNE 16, 1972	DATE WORK STARTED: October 18, 1972	ESTIMATED COMPLETION DATE: April 15, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 1 SUPERVISION 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 220	CALENDAR DAYS USED 277
PROJECT AUTHORIZATION: $28,507.07	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 125.9%
EXCLUSIVE OF ENGINEERING: $26,017.37	ENGINEERING AUTHORIZATION $2,489.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 87.2%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $25,375.37	ENGINEERING COST TO DATE $2,106.78	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 84.8%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 84.6%	DATE PROJECT WAS COMPLETED: 4-2-73

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1-ladder truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	25	Rain Showers	1		
MONDAY	26	Rain Showers	1		
TUESDAY	27	Rain	1		
WEDNESDAY	28	Cloudy	1		
THURSDAY	29	Cloudy	1		
FRIDAY	30	Cloudy	1		
SATURDAY	31		1		

RECEIVED
APR 2 1973
CONSTRUCTION SECTION

Dunn
Jackson
Hardy
Johnson
Walker
Pease
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 25	No Activity
MONDAY 26	No Activity
TUESDAY 27	No Activity
WEDNESDAY 28	No Activity
THURSDAY 29	Attempt made to activate the installation. Trouble with the controller.
FRIDAY 30	No Activity
SATURDAY 31	

REMARKS

STATUS: Controller notfunctioning properly, Installation otherwise complete. Acceptable loop amplifiers have been installed, controller is being worked on.

NEXT WEEK: Activate traffic signals.

cc: Construction 3
Traffic
Region
file

SIGNED Howard R. Harris LOCATION Tigard

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SF*F216

OREGON STATE HIGHWAY DIVISION

7767

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO V. V. Cusack, Acting Division Engineer
R. E. Simpson, Division Engineer
Federal Highway Administration

DATE March 7, 1973

Federal-aid Project No. EHS-T-5011(3)

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7767 State Force Order No. 3

Project Pacific Ave. at "B" Street (Forest Grove)

Highway Tualatin Valley

County Washington

This order covers the cost of furnishing and installing a "Signal Ahead" sign in the eastbound lanes to warn traffic of the signals. The traffic pattern has been changed at this location from a free right turn movement to a controlled movement. The contractor is not properly equipped nor staffed to perform the work under this order. It is in the public interest to have this work performed by State Forces as the special equipment and trained personnel are available to do the work.

The estimated cost of this work is $133.00 with Federal Participation in the amount of $79.80. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer March 2, 1973.

Your approval as of March 2, 1973 is requested.

Attach.

BMW:dqk

cc: R. L. Schroeder

Salem, Oregon
December 18, 1972

Policy Determination
TOPICS Projects on State Highways

Mr. F. B. Klaboe
Deputy State Highway Engineer

BUILDING

Due to the probable ending of the TOPICS Program and the desire of several cities to complete already approved projects on state highways, it has become necessary to define the State's position on cost sharing when the available TOPICS funds are depleted.

The question first came up in Tigard (September, 1971), where we agreed to split 50/50 all costs over available TOPICS funds. Later, most TOPICS agreements were reworded to state that when a project is on a state highway we will share the overage 50/50.

There are now five approved TOPICS projects, which could overrun the available funds, that have agreements worded as above. These projects are in Baker, Bend, Corvallis, Forest Grove, and Hillsboro. We have a contract on one project (Ontario) which falls into this category. NOT on a State Hwy

Our agreement with Ashland pre-dates the above change.

In November, 1972, a letter was written to Baker to find out if they would be able to match 50/50 the anticipated overrun on their project. They have replied in the affirmative (see attached letters).

Because of the recent discussion concerning cost sharing with Ashland, this office would like to have a confirmation of the existing policy before making any further commitments on behalf of the State.

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:mm
Att.

RECEIVED
DEC 21 1972
FOR FILING

Form FHWA-121 ( )
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: December 13, 1972

In reply refer to: 10-35-DA

7767

FROM : Mr. G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EHS-T-5011(3)
Pacific Avenue at "B" Street (Forest Grove)
State Force Order No. 2
Total Estimated Amount of the Order - $378.00
Federal Participation - $226.80

Reference is made to Mr. Young's letter of December 7, 1962, concerning the subject order.

The use of State Forces is approved as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order due to his specialized field of work.

2. The State has the necessary special equipment and trained personnel to perform the work most economically.

This order covers the cost of removing A. C. jiggle bars and paving the island area at the intersection of Pacific Avenue and "B" Street. The area at the island will be used as a left turn lane when the new traffic signal installation is complete.

Federal participation will be based on actual cost basis as requested. The estimated total costs of the work to be done under this order is $378.00 with Federal participation of $226.80.

Enclosure
State Force Order No. 2

12-18-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
DEC 18 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sum | Act | File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

Form A-23-3M

STATE COPY G-1P

APPROVED EFFECTIVE DATE 12-5-72
Subject to acceptance upon modification of proposed agreement if additional funds are required.

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS 12-13-72 Order No. 2

Project Name Pacific Ave. at "B" Street (Forest Grove) Date November 27, 1972

Highway Tualatin Valley Contract No. 7767 F. A. Project No. EHS-T-5011 (

County Washington Prefix 34-0610 Account No. 252-02

Description of Work To Be Done:

Remove asphaltic concrete jiggle bars and pave existing island area.

Location by Station Numbers:

Intersection of Pacific Ave. and "B" Street in Forest Grove.

Estimate of Quantities and Costs:

Material,	16 tons class B asphalt concrete at $7/ton----------	$112.00
Equipment,	1-blade at $22/shift----------	22.00
	3-trucks at $17/shift----------	51.00
	1-roller at $13.00/shift----------	13.00
Labor,	$30/shift x 6 men----------	180.00
	Total	$378.00

Explanation:

Revised traffic flow due to signal installation makes it necessary to use the area that is now a traffic separator. Overlay work on the surrounding roadbed has made this area a depression that should be filled.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 28,507.07
Present estimate of project cost, including $ 378.00 for work under this order	$ 28,507.07
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Howard R. Harris, Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: ~~Deputy State Highway Engineer~~, Assistant State Highway Engineer or Office Engineer.

State Printing

OREGON STATE HIGHWAY DIVISION

7767

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
[redacted]
R. L. Simpson, Division Engineer
Federal Highway Administration

DATE December 7, 1972

Federal-aid Project No. EHS-T-5011(3)

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7767 State Force Order No. 2

Project Pacific Ave. at "B" Street (Forest Grove)

Highway Tualatin Valley

County Washington

This order covers the cost of removing A.C. jiggle bars and paving the island area at the intersection of Pacific Ave. and "B" Street. The area of the island will be used as a left turn lane when the new signal installation is complete. Paving of the island area is necessary due to the travel lanes adjacent to it having been overlayed leaving this area low. State Forces are better equipped and trained to do this work then the contractor due to his specialized work.

Copies of the engineer's letter of explanation are attached.

The estimated cost of this work is $378.00 with Federal Participation in the amount of $226.80. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer December 5, 1972.

Your approval as of December 5, 1972 is requested.

Attach.

BMW:dgk

FORM PR-33A (REV. 3-68)

cc: Region
Wash DC
OSHD (A E Johnson)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) [X] Contact [ ] Project Stage * [ ] Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Washington	Oregon

Date of Inspection	Inspection Made By	Project No.
11/8/72	W. N. Bryant, Area Engineer	EHS-T-5011(3)

In Company With

Howard Harris, Resident Engineer, OSHD.

NOTED
A. E. JOHNSON
COPY SENT
NOV 29 1972
REGIONAL OFFICE

Location

This project is located at the intersection of Pacific Avenue at "B" Street in the city of Forest Grove.

Contractor Name and Address

L. K. Comstock & Company, Inc., 155 E. 44th Street, New York, New York

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
6/16/72	$24,497.00	220 cal. days	6/28/72	10/18/72

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	61 %	11%

Roadbed (Width) NA (Feet O. to O. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Traffic Signal Installation	Y031				

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

REMARKS: * (Report details of statewide inspection-in-depth on form PR-33D)

T. M. Reed 11-30-72

11-30-72 Johnson M York

PACIFIC AVENUE AT "B" STREET
TUALATIN VALLEY HIGHWAY
Traffic Signals

Work to be completed under this project consists of the installation of a fully traffic actuated signal system and minor channelization of the intersection of Pacific Avenue and "B" Street.

To date all pole foundations have been completed and all conduit installed. No further activity is planned until the necessary poles and signal equipment are delivered.

It has been noted that the project plans and specifications do not provide for a flashing "Don't Walk" pedestrian clearance interval as required under Section 40-7 of the MUTCD. This requirement was brought to the attention of the resident engineer who indicated that corrective steps would be taken.

Project records indicate that all materials incorporated into the work to date are in reasonably close conformance with specification requirements.

It was noted that the required EEO and wage posters were not being displayed at the project site. However, due to the nature of the work involved and the location of the project, it would be very difficult if not impossible to maintain such posters at the work site. The contractor and subcontractors have the required posters displayed in their main offices which is considered acceptable for this project.

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 110083

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-24-72	cc 1322		34-0610-299

. City of Forest Grove
. City Hall
. Forest Grove, Oregon 97116
.

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☐ COOR. ☐ GE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Harry Sherman, Jr. Manager			
Advance Deposit			$ 6,500.00
Partial transfer of advance deposit for construction of the Pacific Ave. @ "B" St. Topics Project. Contract # 7767			
Covered by agreement dated 10-15-71			$ 5,500.00
to be retained			$ 1,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $----------

By----------

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*83423-724

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF FOREST GROVE
CITY HALL
FOREST GROVE, OREGON 97116
Attention of Harry Sherman, Jr., Manager

Request No. (assigned by staff engineer or head of division) cc 1322
Date October 24, 1972
Payer's Order No. (if any)
Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

EHS-T-5011(2)

Itemized Statement:

Advance Deposit $6,500

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of the Pacific Ave. @ "B" St. TOPICS Project. Contract #7767.		
		Covered by agreement dated 10/15/71.		5,500
		TO BE RETAINED		$1,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $6,500

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
34-0610-299

Submitted by:
Richard Bladorn RICHARD BLADORN

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

RECEIVED
OCT 19 1972

FOR FILING

7767

October 18, 1972

Mrs. J. A. Freeman
Route 1, Box 106-B
Gaston, Oregon 97119

Dear Mrs. Freeman:

I have your letter of September 15 concerning various traffic matters on ORE47.

A traffic signal installation at the intersection of Pacific and "B" Streets in Forest Grove was contracted in June. The project will be completed this coming winter.

We will install crossroad symbol signs in advance of the Springhill Road intersection near Dilley.

Thank you for your generous offer of the iris and red hot poker plants. Our landscape foreman will be in contact with you in the near future to discuss your proposal of a small planting near Dilley. At that time he can inform you of his needs for any plants.

Very truly yours,

F. B. Klaboe
Deputy State Highway Engineer

VPJ:sv/JH:mlp ja/ia

bc Tom Edwards
A. E. Johnson
R. L. Schroeder
L. E. George
R. N. Bothman
L. W. Rulien - Please have the signs installed.
F. T. Lacey (enc.)

edited
copy

Oregon State Highway
Salem, Oregon 97310

Gaston, Oregon 97119
September 15, 1972

Kind Sirs:

I am writing you about putting a stop light where highway 47 leaves Pacific or highway 8 if I remember right. Anyway a stop light should have been put there in the beginning as they have at the two main blocks farther up town in Forest Grove.

Another thing, a cross sign should be placed where the Springhill highway you put in between Dilley and Gaston. There is no sign of this except for the sign there is not seen after dark as on a foggy night. Where if you placed a + sign on each side of the highway __ would be able to make it. I hope somebody by now have seen how worthless these light green signs are driving through a city, the city street signs show up just a space of light against the light green background. When the lettering was black, they would be able to see what there is on the railroad. Times I have gotten past the turn at different times till I got to the old railroad crossing. I have almost been hit by making this turn and if people knew it was there they might slow up a little to let the car ahead of them make the turn. My neighbors have the same trouble making this turn.

Do you have a green thumb in your jurisdiction? If you do I havemany beautivul irises and red hot pokers that you may have. I think of the Gales Creek Y outside of Dilley would be a nice place. Our highways could be a beautiful garden. I am a lover of flowers, the last couple of years I have lots of starts. Washington have their highways on both sides for miles and miles of beautiful shrubs, irises and other things. I have a feeling toward any kind of flowers, trees and shrubs as I do people. God gave them life same as people and through them if we look closely and listen in silence, we can hear God talking to us.

I hope you will put the stop light at the turn in Forest Grove for the safety of the people there and those that go through. My husband was almost caught in an accident one day last week. Kind Sirs I make this plea that you will put the stop sign up, and the sign at the cross highway south of Dilley. I say please and thank you.

Mrs. J. A. Freeman
Rt 1, Boc 106-B
Gaston, Oregon 97119

RECEIVED
AUG 4 - 1972
FOR FILING

7767

August 4, 1972

L. K. Comstock & Co., Inc.
P. O. Box 577
Albany, Oregon 97321

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7767 for traffic signal installation on Pacific Avenue at "B" Street in the City of Forest Grove on the Tualatin Valley Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc **Seaboard Surety Company**
315 Montgomery
San Francisco, California 94104

Seaboard Surety Company
100 William Street
New York, New York 10038

bc **C. T. Keasey**
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
Howard Harris

7707 STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
~~6708~~ 7-2	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY Washington
PROJECT REPORT NO. 5	*(PPM 21-7)* 7-3-72	PROJECT NO. BHS-T-5011(3) Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 8 at Rosearden and "B" St. (Forest Grove) "Pacific Ave. at B St."

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-3-72	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 27,386	$ 17,406

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E D Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
Acting Division Engineer)

G. L. Green

Date executed by Division Engineer JUL 3 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City Agreement approved by the Highway Commission on June 22, 1971.

GPO 906-714

Oregon State Highway Division

Federal-aid Project
No. EHS-T-5011(3) Safety

PACIFIC AVE. AT "B" ST. (FOREST GROVE) SECTION

TUALATIN VALLEY HWY. IN WASHINGTON COUNTY

Salem, Oregon, June 23, 1972

Project Agreement Estimate.

Type Code Y031
Traffic Signal Installation (Pacific Ave. at "B" St.)

Temporary Protection and Direction of Traffic	All Required	$ 1,139.00
Traffic Signal Installation, Complete	All Required	23,358.00
		$24,497.00
Flagging (60% of Contractor's Cost)	All Required	$ 200.00
Permanent Striping	All Required	200.00
		$ 400.00
Subtotal		$24,897.00
10% Engr. & Cont.		2,489.00
Total		$27,386.00

Length of Project - - 0.00

Federal Funds -	$17,406.00
State Funds -	4,990.00
County Funds -	4,990.00
Total Cost	$27,386.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7767

Prefix 34-0610

STATE COPY

Oregon State Highway Division

Federal-aid Project
No. EHS-T-5011(3) Safety

PACIFIC AVE. AT "B" ST. (FOREST GROVE) SECTION

TUALATIN VALLEY HWY. IN WASHINGTON COUNTY

Salem, Oregon, June 23, 1972

Project Agreement Estimate.

Type Code Y031
Traffic Signal Installation (Pacific Ave. at "B" St.)

Temporary Protection and Direction of Traffic	All Required	$ 1,139.00
Traffic Signal Installation, Complete	All Required	23,358.00
		$24,497.00
Flagging (60% of Contractor's Cost)	All Required	$ 200.00
Permanent Striping	All Required	200.00
		$ 400.00
	Subtotal	$24,897.00
	10% Engr. & Cont.	2,489.00
	Total	$27,386.00

Length of Project - - 0.00

Federal Funds -	$17,406.00
State Funds -	4,990.00
County Funds -	4,990.00
Total Cost	$27,386.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7767

Prefix 34-0610

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 22, 1972

TO Glen L. Green, Acting
~~XXXXXXXXXX~~ R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways
by L. H. Young
L. H. Young
Programing Engineer

SUBJECT **Concurrence in Award**

Confirmation of your tentative concurrence as of June 1, 1972 is requested in the award of contract for the Pacific Ave. at B Street (Forest Grove) Section, Project No. EHS-T-5011(3).

The contractor receiving the award is L. K. Comstock and Co., Inc. in the amount of $24,497.00, with Contract No. 7767 assigned. This bid was received on May 25, 1972 and awarded on June 16, 1972.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State constactor's operations.

Federal Highway Administration endorsement

Date _____

I concur in the award.

Glen L. Green
Acting Division Engineer

RECEIVED
JUN 26 1972
PROGRAMING SECTION

NOTED
R N CHASE

RECEIVED
JUN 19 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7767

HIGHWAY BUILDING • SALEM, OREGON • 97310 June 16, 1972

Mr. Harry Sherman, Jr.
City Manager
City Hall
Forest Grove, Oregon 97116

Re: TOPICS Project EHS-T-5011(3)
Pacific Avenue @ "B" Street

Dear Mr. Sherman:

This will acknowledge receipt of the City of Forest Grove's check No. 09781 in the amount of $6,500, which is the correct amount required as an advance deposit for the subject project.

The contract for this project will be awarded today.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Richard Bladon

for H. S. Cox
County and City Engineer

RB:ljt

bc: R. L. Schroeder
L. H. Young
L. E. George
L. W. Rulien
V. E. Skoog - Check No. 09781 for $6,500

Rec'd 6/16/72 by _____

NOTED
R. L. SCHROEDER

RECEIVED
JUN 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

PLEASE DETACH BEFORE DEPOSITING

AMOUNT OF INVOICE	DISCOUNT	INVOICE NUMBER OR DESCRIPTION	ORDER NUMBER	NET AMOUNT

850237

REMITTANCE ADVICE
CITY OF FOREST GROVE
STATE OF OREGON

OREGON STATE HIGHWAY DIVISION

RECEIVED
MAY 30 1972
CITY OF FOREST GROVE

HIGHWAY BUILDING • SALEM, OREGON • 97310 May 25, 1972

Mr. Harry Sherman, Jr.
City Manager
City Hall
Forest Grove, Oregon 97116

Re: TOPICS Project EHS-T-5011(3)
Pacific Avenue @ "B" Street

Dear Mr. Sherman:

The Highway Commission opened bids today on the subject project. The apparent low bid was submitted by Kern Electric Company, Inc. of Albany.

The anticipated cost based on the low bid is as follows:

Contractor's bid		$24,497
Anticipated additional items:		
Flagging		200
Permanent Pavement Striping		200
		$24,897
Engineering & Contingencies (14½%)		3,610
		$28,507
Estimated preliminary engineering to date		3,993
	TOTAL	$32,500

City's Advance Deposit:

20% of Total $6,500

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check (in the amount of $6,500) payable to the Oregon State Highway Commission and FORWARD IT TO Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem 97310.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Richard Bladon
for H. S. Cox
County and City Engineer

ATTACHED
BY
ENG. DIV.
DATE 5-30-72

RB:ljt

514-11

RECEIVED
COUNTY & CITY SECTION
JUN 16 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

RECEIVED
JUN 19 1972
FOR FILING

7767

C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
Howard Harris
William Geibel (SAIF)

June 16, 1972

L. K. Comstock & Co., Inc.
P. O. Box 577
Albany, Oregon 97321

Gentlemen:

The State Highway Commission on May 31, 1972, accepted your proposal for traffic signal installation on the Pacific Avenue at "B" Street (Forest Grove) Section of the Tualatin Valley Highway in Washington County and referred it to the Administrator of Highways with authority to award the contract as soon as the Federal Highway Administration and the City of Forest Grove approve the project and the City deposits $6,500.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7767.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 28, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

cc: R. L. Schroeder
L. H. Young
L. W. Rulien

May 25, 1972

Mr. Harry Sherman, Jr.
City Manager
City Hall
Forest Grove, Oregon 97116

Re: TOPICS Project ENS-T-5011(3)
Pacific Avenue @ "B" Street

Dear Mr. Sherman:

The Highway Commission opened bids today on the subject project. The apparent low bid was submitted by Kern Electric Company, Inc. of Albany.

The anticipated cost based on the low bid is as follows:

Contractor's bid		$24,497
Anticipated additional items:		
Flagging		200
Permanent Pavement Striping		200
		$24,897
Engineering & Contingencies (14%)		3,610
		$28,507
Estimated preliminary engineering to date		3,993
	TOTAL	$32,500

City's Advance Deposit:

20% of Total $6,500

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check (in the amount of $6,500) payable to the Oregon State Highway Commission and FORWARD IT TO Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem 97310.

Very truly yours,

George H. Baldwin
Administrator of Highways

By RICHARD BLADORN

for H. S. Cox
County and City Engineer

HS:ljt

6-13-72
Phoned City re: check. Mr. Sherman said - was mailed Friday.

6-15-72
Phoned City again - Mr. Burnett assured me check had been mailed. Will issue a new check if not received by Monday.

PACIFIC AVENUE AT "B" STREET (FOREST GROVE) SECTION

WASHINGTON COUNTY

FAP No. EHS-T-5011(3)
Traffic Signals

Bids Received May 25, 1972

1. Temporary Protection and Direction of Traffic	All Specified	$	500.00
2. Traffic Signal Installation, Complete	All Specified		21,700.00
	For Comparison of Bids	$	22,200.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$22,200.00	24,497
Anticipated Additional Items:			
Flagging (State Share)	200.00		400
Permanent Pavement Striping	200.00		
		400.00	24,897
		$22,600.00	
Engr. & Cont. (14 1/2%)		3,277.00	3610
Estimated Net Authorization, Constr.		$25,877.00	28,507
Estimated ~~PE~~ TO DATE			3993
			32,500

City's Advance Deposit

(32,500)(.20) = 6,500

5/25/72 2:15 PM
Phoned City
informed Clarence Pace
of apparent low Bid

SAFECO INSURANCE COMPANIES
GENERAL INSURANCE COMPANY OF AMERICA
4347 BROOKLYN AVENUE NORTHEAST, SEATTLE, WASHINGTON 98105

BID RESULTS

PROJECT NO. #20

Pacific Ave. at "B" St.(Forest Grove) Section, Forest Grove, WASHINGTON COUNTY

OWNER: Oregon State Highway Department

DATE: May 25, 1972 PAGE: 1 of 1

1. L.K. Comstock (Kern) Albany
2. Christian Elec. Portland
3. Graham " "
4.
5.
6.
7.
8. Olson Elec. 26,046
9. WR Grassle 24,861
10.
11.
12.
13.
14.

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. Temp. Prot. & Direction of Traffic	1	1139	400	790
	L.S. Traffic Signal Installation, Complete	2	23,358	24100	24,000
			24,497	24500	24,790
	+10.0%				
	Kern Electric Co. Inc. Albany				

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
FnS-T-5011(3)

STATE PROJECT NO.
PACIFIC AVE @"B" ST. SECT.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON
5-12-72

PROGRAM NO.

ITEM NO.
T-548

COUNTY NAME
WASHINGTON

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
MAY 3, 1972	MAY 3, 1972	PRIMARY ROUTE 32 & SECONDARY ROUTE 624 / TUALATIN VALLEY HWY #29 & COUNTY ROAD

GENERAL LOCATION:

CITY OF FOREST GROVE

GENERAL DESCRIPTION OF WORK:

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $200.00 AND PERMANENT PAVEMENT STRIPING IN THE AMOUNT OF $200.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [X] OTHER (Specify)
  CONTRACTOR'S FLAGGING $200.00
  PERMANENT PAVEMENT STRIPING WITH STATE FORCES $200.00
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S MAY 2, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
MAY 17 1972
PROGRAMING SECTION

5-17-72

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-12-72		for DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Vince 5-18-72

RECEIVED
MAY 2 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7767

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 2, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT P.S. & E.

Complete P.S. & E. documents have been submitted to your department for each of the following federal-aid projects, and accordingly we are requesting your authorization to advertise for bids to be received on May 25, 1972.

EHS-I-5-2(71)68	Garbage Dump Rd. Intchge.-Jumpoff Joe Cr. Section
EHS-I-80N-4(24)134	Arlington Section
EHS-I-80N-6(55)256	La Grande Section
EHS-I-80N-7(38)343	Line Section
EHS-T-5025(20)	Portland City-Wide Traffic Signals (Unit "C")
EHS-T-5011(3)	Pacific Ave. at "B" Street (Forest Grove)
T-5022(1)	Newmark St.-S. City Limits (N. Bend)
BR-S-23-015(1)	Snake River (Adrian) Bridge

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 7i of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measure planned as project expenditures for fish and wildlife protection on this project.

In compliance with paragraph 7k of PPM 21-12, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing. This statement is supported by the attached right-of-way status reports.

On all the above interstate projects, rights-of-access, including utilities, to or from abutting property are either (1) denied by law; (2) have been acquired; or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the States contractor's operations. This statement is supported by the attached utility railroad status report.

Attach.

DAR:dj

TRANSACTION NUMBER 5-24

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-28-72

BY (Signature): MR. YOUNG'S 4-25-72 PR-9

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 54C THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (Sicte) LOCATION	WORK
54C	EHS-T-5011(4)	0.0	16,000	10,100	GALES CREEK ROAD AT "E" STREET AND PACIFIC AVE. AT "B" STREET. (FOREST GROVE)	CHANNELIZATION AND ILLUMINATION INVOLVING GRADE, DRAIN PAVING, SIGNING AND STRIPING.

87-88-78

REMARKS (Division)

RECEIVED
COUNTY & CITY SECTION
MAY 2 1972
☑ ENGR. ☑ COOR. ☑ CE ☑ RE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-28-72	FOR DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

GALES CR. RD. AT "E" ST. & PAC. AVE. AT "B" ST.
(FOREST GROVE) SECTION
PROJECT NO. EHS-T-5011(3)

Project Data: The proposed work is as follows:

Channelization consisting of grade, drain, high-type pavement, signing and striping to accommodate left-turn lane on "E" St. Install necessary illumination. (Type Code Y008, estimated cost $12,200) & (Type Code Y030, estimated cost $3,800.)

NOTE: The proposed work at these intersections is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that those intersections have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact these intersections have experienced a high number of accidents. The proposed (1) channelization and turning lanes by designating proper vehicle location and providing lanes for through traffic, and (2) illumination by increasing night visibility will reduce substantially the number of accidents occurring at these intersections.

This project qualifies as an "EHS" project under IM 30-5-71, "Emergency Highway Safety Program", Section (a).

Additional Right-of-Way: Permanent slope easements required. Acquisition to be accomplished by City.
Relocation Assistance Payments: None involved as no individual is required to move.
System Action: FAP Type II System approved by FHWA May 25, 1971.
Railroads, Airports, Water Developments, Historical & Recreation Areas: None involved.
Clearinghouse Approval: State and District 2 exempt under working agreements dated Arpil 28, 1970 and September 18, 1970, respectively.
Public Hearings: Requirement waived, as provided for by the provisions of Section 3f(4) of PPM 21-18, under FHWA memorandum of January 25, 1972.
Environmental Impact Statement: Requirement waived, as provided for by provisions of Section 3f(3) of PPM 21-18, under FHWA memorandum of January 17, 1972.
Location/Design: Approved by FHWA February 24, 1972.
Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.
Data for PR-37: 80% of project is on FA Primary System.
20% of project is on FA Secondary System.

MONTHLY TRANSACTION NO. 5-24

DATE SUBMITTED TO W. O. APR 28 1972

FORM PR-1 (REV. 4-61) 4-25-72

FEDERAL-AID PR (PPM 21

| CARD | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

-72

rove)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
		5,500	10,400	92	10	Oregon	35	077	54c

T Projects Only

SUFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
			A-1		EHS-T-	5011	(4)		

COUNTY NAME: Washington — CODE: 067

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. T PS — FEDERAL-AID: 32 & 624 — STATE: 29 & CO. — U.S.:

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
ve)						Channelization consisting of grade, drain, pave, sign & striping. Install illumination.
'E' ve)						
	0.00	16,000	10,100	2,950	(City) 2,950	
ECT ALS	0.00	16,000	10,100	2,950	2,950	

RECEIVED
COUNTY & CITY SECTION
MAY 2 1972
ENGR. COOR. OE AE UE
UPE CE NE UPE

REMARKS

PE for this project programed under Item No. 54A, Project No. T-5011(2)

-OVER-

USCOMM DUSCOMM-DC 48905-P61

GALES CR. RD. AT "E" ST. & PAC. AVE. AT "B" ST.
(FOREST GROVE) SECTION
PROJECT NO. EHS-T-5011(3)

Project Data: The proposed work is as follows:

Channelization consisting of grade, drain, high-type pavement, signing and striping to accommodate left-turn lane on "E" St. Install necessary illumination. (Type Code Y008, estimated cost $12,200) & (Type Code Y030, estimated cost $3,800.)

NOTE: The proposed work at these intersections is classified as "Safety Impro/ement Work" because it is the opinion of the City and State Highway Division that those intersections have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact these intersections have experienced a high number of accidents. The proposed (1) channelization and turning lanes by designating proper vehicle location and providing lanes for through traffic, and (2) illumination by increasing night visibility will reduce substantially the number of accidents occurring at these intersections.

This project qualifies as an "EHS" project under IM 30-5-71, "Emergency Highway Safety Program", Section (a).

Additional Right-of-Way: Permanent slope easements required. Acquisition to be accomplished by City.
Relocation Assistance Payments: None involved as no individual is required to move.
System Action: FAP Type II System approved by FHWA May 25, 1971.
Railroads, Airports, Water Developments, Historical & Recreation Areas: None involved.
Clearinghouse Approval: State and District 2 exempt under working agreements dated Arpil 28, 1970 and September 18, 1970, respectively.
Public Hearings: Requirement waived, as provided for by the provisions of Section 3f(4) of PPM 21-18, under FHWA memorandum of January 25, 1972.
Environmental Impact Statement: Requirement waived, as provided for by provisions of Section 3f(3) of PPM 21-18, under FHWA memorandum of January 17, 1972.
Location/Design: Approved by FHWA February 24, 1972.
Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.
Data for PR-37: 80% of project is on FA Primary System.
20% of project is on FA Secondary System.

MONTHLY TRANSACTION NO. 5-25

DATE SUBMITTED TO W.O. APR 28 1972

FORM PR-9 (REV. 4-61) 4-25-72

RECEIVED
COUNTY & CITY SECTION
MAY 2 1972
ENGR. COOR. OE RE UE
UPE CE RE BPE
UNIT

REQUEST FOR A
OF INDIVIDUAL PROJECT
(PPM 21-1 A

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)			FUTURE	YEA
2	2 (19) (20)	SR 8 at Rosearden & "B" St. (Forest Grove) 21 65		11,700	10,400 22,200 (68)	(70) (71) 9

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY					
			FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH
3	Channel., Illum. & Traf. Sig. 28 62	(63) (65)	(66) (68)	69	70	71	A-1 72 73	74

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME
4	TOPICS	

NAME OF URBAN AREA	F.A. SYSTEM
17-31 Forest Grove	Primary Type I & II Secondary

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
1	(14-18)	16	41	42	43 - 46	53					(54) (58)	(59)
5					PE ROW CONST Safety		ITEM AS NOW PROGRAMED	54B	EHS-T-5011(3)	SR 8 at Rosearden & "B" St. (Forest Grove)	0.00	42,000
										PROJECT TOTAL	0.00	42,000
5					PE ROW CONST Safety		REQUESTED REVISION	54B	EHS-T-5011(3)	SR 8 at Rosearden & "B" St. (Forest Grove) Pacific Ave. at "B" St.	0.00	(16) 26,000 (2
										PROJECT TOTAL	0.00	26,000

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	REASON FOR CHANGE:

RECEIVED
COUNTY & CITY SECTION
MAY 2 1972
ENGR. COOR. OE AE UE
UPE CE RE RPE
DOT

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

4-25-72

st Grove) (65)		5,500 11,700	FUTURE 10,400 22,200 (66) (70)	YEAR 91 (71) (72)	REGION 10 (74) (75)	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN. CODE 077 4 6	ITEM NO. 54B (14) (18)		
FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER			I PROJECTS ONLY		
TE NO (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. A-1 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) EHS-T 14 23	NUMBER-AGR. NO. 7 5011 (3) 13		POST MI. (24) (26)	DESIG. 27	
				COUNTY NAME Washington					CODE 067 14 16		
F.A. SYSTEM Primary Type I & II Secondary				RTE NO. T P S	FEDERAL AID 32 & 624	STATE (32) 29 & Co. (36) (37)	U.S. (41)				

TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
	(54) (58)	(59) (66)	(67) (76)		
SR 8 at Rosearden & "B" St. (Forest Grove)	0.00	42,000	26,600	7,700(City) 7,700	Channelization consisting of grade, drain, pave, sign & Striping. Install traffic signal and illumination.
PROJECT TOTAL	0.00	42,000	26,600	15,400	
SR 8 at Rosearden & "B" St. (Forest Grove) Pacific Ave. at "B" St.	0.00	(15) 26,000 (23)	(24) 16,500 (33)	4,750(City) 4,750	Install traffic signal.
PROJECT TOTAL	0.00	26,000	16,500	9,500	

REASON FOR CHANGE:

Reason for change: continued

will be contracted at a later date. The PE for these projects is programed under Item No. 54-A, Project No. T-5011(2).

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-68)

RECEIVED
COUNTY & CITY SECTION
MAY 2 1972

☐ ENGR. ☐ COOR. ☐ UE ☒ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐ ADT

REQUEST FOR AP
OF INDIVIDUAL PROJECT
(PPM 21-1 AND

| | | |

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

VED
TY SECTION
1972

UE AE UE
E RPE ADT

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
		(66)	(70)(71) (72)	(74) (75)		(2) (3)	4 6	(14) (16)

FOR MISCELLANEOUS FUNDS ONLY

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR
69	70	71	72 73	74 75

PROJECT NUMBER: PREFIX LETTER(S) 14 23 | NUMBER-AGR. NO. 7 13

I. PROJECTS ONLY: POST MI. (24) (26) | DESIG. 27

COUNTY NAME | CODE 14 16

. SYSTEM | RTE NO. | FEDERAL AID | STATE (32) | U.S. (36)(37) (41)

TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
	(54) (58)	(59) (66)	(67) (76)		
SR 8 at Rosearden & "B" St. (Forest Grove) "Gales Cr. Rd. at "E" St. & Pacific Ave. at "B" St. (Forest Grove) Section	0.00	16,000	10,100	2,950(City) 2,950	Channelization consisting of grade, drain, sign & striping. Install illumination.
PROJECT TOTAL	0.00	16,000	10,100	5,900	
		(16) (23)	(24) (33)		
PROJECT TOTAL					

REASON FOR CHANGE: To split Item 54-B, Project No. EHS-T-5011(3) into two separate projects; Item 54-B, EHS-T-5011(3) and 54C EHS-T-5011(4). The reason being, the traffic signals at Pacific Ave., at "B" St., EHS-T-5011(3) are being contracted presently and the remainder of the work -over-

VISION REQUESTED	RECOMMENDED	APPROVED
	DATE	DATE APR 28 1972
	SIGNATURE	SIGNATURE [illegible] by
	TITLE	TITLE [illegible] Coordinator

eer
show both classes of funds involved.

USCOMM-DC 48903-P61

Reason for change: continued

will be contracted at a later date. The PE for these projects is programed under Item No. 54-A, Project No. T-5011(2).

Oregon State Highway Division

Federal Aid Project
No. EHS-T-5011(3) Safety

PACIFIC AVE. AT "B" ST. (FOREST GROVE) SECTION

TUALATIN VALLEY HWY. IN WASHINGTON COUNTY

Salem, Oregon, April 21, 1972

PS & E estimate.

Type Code Y031
Traffic Signal Installation (Pacific Ave. at "B" St.)

Temporary Protection and Direction of Traffic	All Required	$ 500.00
Traffic Signal Installation, Complete	All Required	21,700.00
		$22,200.00
Flagging (60% of Contractor's Cost)	All Required	$ 200.00
Permanent Striping	All Required	200.00
		$ 400.00
Subtotal		$22,600.00
10% Engr. & Cont.		2,260.00
Total		$24,860.00

Length of Project - - - - - - - 0.00

Federal Funds - - - - - - -

City of Forest Grove

HARRY SHERMAN, JR., City Manager
I. M. BURNETT, Recorder-Treasurer
DAVID G. FROST, Attorney
WM. J. YOUNG, Municipal Judge
JUSTIN GEORGE, Fire Chief
S. R. GREEN, Supt. Const. & Maint.
FRANK HUBBARD, Supt. Light & Power
CLARENCE PACE, Head of Engineering
AMOS O. SHAW, Chief of Police

1924 COUNCIL STREET
P.O. Box 326
FOREST GROVE, OREGON 97116

April 14, 1972

CITY COUNCIL
ELDEN H. CAIN, Mayor
WM. G. PATERSON, Council President
M. GROSS, Councilman
BILL HANEY, Councilman
ALDIE HOWARD, Councilman
GORDON MERRILL, Councilman
ARTHUR E. SCHAUERMANN, Councilman

RECEIVED
COUNTY & CITY SECTION
APR 17 1972
ENGR. ✓ OPER. ✓ CE ✓ T.E. ✓ DE ✓
UPE ✓ CE ☐ RE ☐ RPE ☐

George M. Baldwin, Administrator of Highways
Mr. H. S. Cox, County & City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: Mr. Richard Bladorn:

Gentlemen:

Re: TOPICS Project EHS - T 5011 (3)
Gales Creek Road at "E" Street
Pacific Avenue at "B" Street

This is written in answer to your letter of April 11th, 1972 regarding the estimated over-run of the Gales Creek Road and "E" Street and the Pacific Avenue at "D" (B) Street TOPICS Project.

It is satisfactory with the City of Forest Grove to split the Project into two separate phases as outlined in your letter with the Pacific Avenue and "B" Street being Phase one and Gales Creek Road at "E" Street being Phase two; (Later) providing that this act will not change the priorities of the City of Forest Grove's TOPICS proposal. These priorities were established by the City of Forest Grove, Oregon area wide TOPICS plan prepared by Cottingham and Associates dated January 1972. It would be our understanding that the badly needed projects as outlined by the study would be completed as rapidly as possible as funds became available. (MAY 25, 1972)

Very truly yours,

CITY OF FOREST GROVE, OREGON

Harry Sherman Jr.

Harry Sherman Jr., City Manager

HS:m
4-18-72
CC: R.L. Schroeder
F.L. Hall
L.H. Young
L.E. George
L.W. Rulien

Schedule the traffic signal installation at Pacific Ave and "B" Street for MAY 25, 1972.

D.

☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ PPE ☐

bc: R. L. Schroeder
F. L. Hall
L. H. Young
L. E. George
L. W. Rullen

April 11, 1972

Mr. Harry Sherman, Jr.
City Manager
City Hall
Forest Grove, Oregon 97116

Re: TOPICS Project EHS-T-5011(3)
Gales Creek Rd. @ "E" Street
and Pacific Avenue @ "B" Street

Dear Mr. Sherman:

Our present cost estimate for the subject project is as follows:

Gales Creek Rd. @ "E" Street		$68,000
Pacific Avenue @ "B" Street		26,000
	TOTAL	$94,000
Available TOPICS funds		61,000
	Overrun	$33,000

As you can see the cost estimate greatly exceeds the City's available TOPICS funds. It is our recommendation that this project be split into two separate phases:

Phase 1: The traffic signal installation on Pacific Avenue at "B" Street to proceed as scheduled with bids to be opened on May 25, 1972.

Phase 2: The channelization on Gales Creek Road at "E" Street to be scheduled at a later date as funds become available.

Please reply as to whether or not this arrangement is agreeable to you.

Very truly yours,

George M. Baldwin
Administrator of Highways

By RICHARD BLADORN

for H. S. Cox
County and City Engineer

RB:ljt

Section Gate Cr. Rd. at "E" St. & Pacific Ave. at "B" St. (Forest Grove)

Highway FAS 629 & Tualatin Valley

County Washington

Kind of Work Grading, Paving, Illum. & Traf. Signals

Project Allotment $

Project Length FAS 624 - 0.23 mile

Completion Time 220 calendar days

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 80,851.50

Anticipated Additional Items:

Flagging (State Share)	350.-	
Slide Correction		
Railroad Protective Costs (107.24)		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	500.-	
Stage Construction Striping		
Temporary Erosion Control (107.08)	100.-	
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		$ 1,150.-
Install Water Meter		
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Adjust Utilities (105.06)		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages (107.25)		
Clean Ditch Lt. Sta. 8	200.-	

$ 82,001.50

Engr. & Cont. (14.5 %) 11,890.22

TOTAL $ 93,891.72

Credit for

Estimated Net Authorization, Construction $

Gale Cr. Rd. at Est. E Pacific Ave. of "B" st. (Forest Grove) Sec. - Grading, Paving

Estimate

Item	Unit	Quant	Unit Cost	Amount
Temporary Protection and Direction of Traffic	All	All	Lump Sum	2,500
Roadwork				
Removal of Structures and Obstructions	All	All	Lump Sum	500
Ditch Excavation	Cu. Yd	160	4	640
Embankment in Place	Cu. Yd	760	3	2,280
Trench Excavation	Cu. Yd	270	6	1,620
Obliteration of Roadway	All	All	Lump Sum	375
Aggregate Shoulders	Cu. Yd.	290	5 50	1,595
Class "C" Asphalt Concrete Mixture	Ton	780	13	10,140
Class "B" Asphalt Concrete Mixture	Ton	2050	12	24,600
Asphalt Cement in Mixture	Ton	190	35	6,650
12-inch Culvert Pipe	Lin. Ft.	70	5	350
12-inch Sewer Pipe	Lin Ft	210	5 50	1155
24-inch Sewer Pipe	Lin. Ft.	130	13	1,690
42-inch Arch Type Pipe	Lin. Ft.	120	20	2400
Extra For Pipe Under Pavement	Lin. Ft.	85	10	850
Concrete Inlet, Type G-1	One	2	200	400
Concrete Inlet, Type G-2	One	2	200	400
Concrete Inlet Type D	One	1	180	180
Concrete Curbs	Lin Ft.	55	2 30	126 50
Roadside Seeding and Mulching	Acre	0.5	800	400
Traffic Signals				
Traffic Signal Installation, Complete	All	All	Lump Sum	22,000
			80	6450

April 13, 1973

TO V. V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Project No. T-5011(2)
Gales Cr. Rd. at 'E' St., and Pacific
Ave. at 'B' St. (Forest Grove) Sec.

We are forwarding four copies each of a revised project agreement estimate and modification of project agreement for the subject project. Two copies of the modification of project agreement have been signed by a Highway official.

Attach.

CL:dg

4" overlay
12" Full depth

6 r-value 80 normal

2"-3" Ac existing

4" level
16' base

Pacific @ Be. some cracking

Badly cracked and patched

ENGR. COOR. DE AE UE
UPE CE RE RPE

MEMO TO FILE
March 23, 1972

Re: TOPICS Project EHS-T-5011(3)
Gales Creek Rd. @ "E" Street, and
Pacific Avenue @ "B" Street
City of Forest Grove

The City has requested numerous revisions in the design on Gales Creek Road at "E" Street. In order that the Design Section might have enough time to incorporate these changes into the plans, it will be necessary to reschedule this project for May 25, 1972.

The City was contacted in regard to the revisions in the storm sewer system. They were informed that since this work was related to a proposed overall storm sewer plan for the area, the work would be on a non-participating basis. This is acceptable to the City.

In reference to the proposed left-turn refuge at Spring Garden Way, the City wants this only if it does not require additional right-of-way.

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: F. L. Hall, w/att.
C. G. Swenson
R. N. Chase
L. E. George
B. L. Gifford
J. R. Oakes

MEMO TO FILES
March 22, 1972

RE: Footpaths & Bike Trails
TOPICS Project T-5011(2)
Gales Creek Road @ "E" Street and
Pacific Avenue @ "B" Street
City of Forest Grove

Footpaths and bike trails will not be established as part of this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike trails are not required to be established....if the cost of establishing such paths and trails would be excessively disproportionate to the need...."

The establishment of footpaths or bike trails would require the purchase of additional right-of-way.

Richard H. Bladorn
Urban Program Engineer
County and City Section

RHB:mm

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
W. H. Tebeau
Victor Wolfe
L. H. Young
F. E. Terpin
C. G. Swenson

RECEIVED
COUNTY & CITY SECTION
MAR 23 1972
ENGR. CSUR. RE UE
UPE CE RE RPE

T

City of Forest Grove

HARRY SHERMAN, JR., CITY MANAGER
I. M. BURNETT, RECORDER-TREASURER
DAVID G. FROST, ATTORNEY
WM. J. YOUNG, MUNICIPAL JUDGE
JUSTIN GEORGE, FIRE CHIEF
S. R. GREEN, SUPT. CONST. & MAINT.
FRANK HUBBARD, SUPT. LIGHT & POWER
CLARENCE PACE, HEAD OF ENGINEERING
AMOS O. SHAW, CHIEF OF POLICE

1924 COUNCIL STREET
P.O. BOX 326
FOREST GROVE, OREGON 97116

March 16, 1972

CITY COUNCIL
ELDEN H. CAIN, MAYOR
WM. G. PATERSON, COUNCIL PRESIDENT
M. GROSS, COUNCILMAN
BILL HANEY, COUNCILMAN
ALDIE HOWARD, COUNCILMAN
GORDON MERRILL, COUNCILMAN
ARTHUR E. SCHAUERMANN, COUNCILMAN

RECEIVED
COUNTY & CITY SECTION
MAR 21 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ DE
☑ HPE ☑ CE ☐ RE ☐ RPE ☐

Mr. Richard Bladorn
Urban Program Engineer
Oregon State Highway Dept.
Highway Bldg.
Salem, Oregon 97310

Re: TOPICS Project T-5011 (2)
Gales Creek Rd. at E Street and Pacific Avenue at B Street.

Dear Mr. Bladorn,

Enclosed are one copy of proposed revisions for the grading and paving plans, the completed right-of-way and utilities certificate, the completed salvage certificage, and copies of the option and negotiation information sheets for the required takings. This should constitute all required certifications prior to bidding.

to Oakes 3-23-72

In reference to the changes shown on the plans:

This intersection is subject to heavy flooding several times each year since the existing storm drainage far exceeds culvert capacities. We have completed a storm run-off study for the 103-acre watershed above this point and have accordingly determined the required structures to handle this flow. It would be most logical to install these structures and improvements at this time.

Similarly, existing storm flows along the north edge of Rosearden Drive and the east edge of Gales Way where there is no curbing create excessive erosion problems and consequent destruction of the shoulder and pavement edge. The proposed additional curbing and catch basin locations shown will eliminate this problem as well as provide a safe location for pedestrians to stand prior to crossing the street.

The left-turn refuge at Spring Garden Way is necessitated by the recent opening of a new subdivision to the west. Turning movements into this area will greatly increase congestion if a refuge is not provided.

We also call your attention to the 20" water line along Gales Creek Road and Gales Way. The depth of this line is not known with certainty but we anticipate little clearance below it for the arch-pipe. For this reason, perhaps the arch-pipe should have a paved invert to allow a reduction in slope across the intersection. Culvert depth is limited by the existing flowline to the east.

If you have any additional questions, please do not hesitate to call.

Very truly yours,

Clarence Pace

Clarence Pace
Head of Engineering

CP:db
Encl.

CC: F.L. Hall w/att.

T

OREGON STATE HIGHWAY COMMISSION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

RECEIVED
COUNTY & CITY SECTION
MAR 21 1972
☐ ENGR. ☑ COOR. ☐ ~~LE~~ ~~RE~~ ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

SUBJECT: Federal Aid Project No. T-5011(2)

Project Name Gales Creek Road @ "E" Street
and Pacific Avenue @ "B" Street

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☐ Additional right-of-way will not be required for this project.

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Forest Grove, Oregon,

this 16th day of March, 1972.

City of FOREST GROVE

Eldon N Cain
Mayor

[illegible]
Recorder

CC: L.W. Rulien
C.G. Swenson
L.N. Chase
T.W. Litchfield
J.R. Oakes

RECEIVED
COUNTY & CITY SECTION
MAR 2 1 1972
☐ ENGR. ☐ COOR. ☐ UE ☒ RE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5011(2)
Project Name: Gales Creek Road @ "E" Street and Pacific Avenue @ "B" Street

Gentlemen:

Regarding the salvage of the existing traffic control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☐ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☑ We do wish to have these materials salvaged* and request that the contractor be directed to stockpile these items at Power & Light @ 17th & B st. We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at Forest Grove, Oregon, this eighth day of March, 1972.

CC: L.E. George
L.W. Ruhen
C.G. Swenson
R.N. Chase
W.N. Bryant - FHWA

CITY OF FOREST GROVE
By Clarence Powe
Title Head of Engineering
By Harry Sherman
Title City Mgr.

* If the cost of the original installation was shared by State and City, the salvage shall be shared on the same basis.

3/16/71

STATE COPY

Oregon State Highway Division

Federal-Aid
Project No. T-5011(2)

GALES CR. RD. AT E ST. & PAC. AVE. AT B ST. (FOREST GROVE) SECTION

CITY STREETS IN WASHINGTON COUNTY

Salem, Oregon, March 13, 1972

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$4,000.00
	Total	$4,000.00

Length of Project - - - 0.0 Mile

Federal Funds -	$2,542.00
State Funds -	729.00
City Funds -	729.00
Total	$4,000.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 34-0605

TRANSACTION NUMBER 3-23

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-8-72

BY (Signature): MR. YOUNG'S MARCH 1, 1972 PR-9

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 54-8 THRU ____				
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
54-8	EHS-T-5011(3)	0.0	42,000	26,600	GALES CREEK ROAD AT "E" STREET AND PACIFIC AVENUE AT "B" STREET SECTION (FOREST GROVE)	GRADE, DRAIN, PAVE, SIGN AND STRIPE FOR CHANNELIZATION, TRAFFIC SIGNALS AND ILLUMINATION.

REMARKS (Division)

RECEIVED
COUNTY & CITY SECTION
MAR 10 1972
SENER. ☑ COOR. ☑ UE ☑ UE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		3-8-72	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO. 3-23

DATE SUBMITTED TO W. D. MAR 8 1972

FORM PR-1 (REV. 4-61) 3-1-72

FEDERAL-AID PRO (PPM 21-1)

CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 65 SR 8 at Rosearden & "B" St. (Forest Grove)		ADT	PRESENT * 5,500 11,700 (66)	FUTURE * 10,400 22,200 (70)	YEAR 91 (71)(72)	R
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Channel., Illum. & Traf. Sig.	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73) A-1 EHS	PL. AUTH YR (74)(75)	P
CARD 4	CLASS OF FEDERAL FUNDS TOPICS						COUNTY NAME Washin		
	NAME OF URBAN AREA 17-31 Forest Grove						ROUTE T NO. PS	FEDERAL-AID 32 & 624	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST B TOTAL ESTIMATED COST	ESTIMATED PROJECT COST B FEDERAL FUNDS
1	(1-4 S)	(16	41	42	43 46	53		(54)(58)	(59) (66)	(67) (76)
5					PE		SR 8 at Rosearden & "B" St. (Forest Grove)			
5					ROW					
5	30	(12)		3	CONST (CODE) (Safety) Y.08 Y.30 Y.31	3	"Gales Cr. Rd. at 'E' St. & Pac. Ave. at 'B' St. (Forest Grove) Section"	0.0	42,000	26,600
							PROJECT TOTALS	0.0	42,000	26,600
									(18) (23)	(24) (33)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES MAR 8 1972

FHWA OREGON DIVISION

* Top ADT entering intersection E St. & Rosear
Bot. ADT entering intersection B St. & Pacif

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

3-1-72

		PRESENT *	FUTURE *	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
est Grove)	ADT	5,500 11,700	10,400 22,200	91	10	Oregon	35	077	54-B

UTE	SUFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T Projects Only POST MI.	DESIG.
				A-1 EHS		EHS-T-	5011	(3)		

COUNTY NAME: Washington — CODE: 067

ROUTE T NO. PS — FEDERAL-AID: 32 & 624 — STATE: 29 & Co. — U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
n & "B" e)						Channelization consisting of grade, drain, pave, sign & striping. Install traffic signal and illumination.
t 'E' at Grove)	0.0	42,000	26,600	7,700	7,700(City)	ROW-66' min.; Access control-none; Park. restrictions-none.
OJECT OTALS	0.0	42,000	26,600	7,700	7,700(City)	

RECEIVED
COUNTY & CITY SECTION
MAR 10 1972
ENGR. ☑ GEOR. ☐ CE ☐ RE ☐ UE
UPE ☑ CE ☐ RE ☐ RPE ☐

REMARKS: PE for this project programed under Item No. 54-A, Project No. T-5011(2).

* Top ADT entering intersection E St. & Rosearden
Bot. ADT entering intersection B St. & Pacific.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

GALES CR. RD. AT "E" ST. & PAC. AVE. AT "B" ST.
(FOREST GROVE) SECTION
PROJECT NO. EHS-T-5011(3)

Existing Facilities: Each intersection as follows:

1. "E" St. & Rosearden Rd. & Gales Way: No traffic control signal.

"E" St. (FAS 624):	22' pave.,no curbs, 2 lanes.
Rosearden Rd.:	36' pave., 2 lanes
Gales Way - NW (FAS 624):	22' pave., no curbs, 2 lanes.
SW:	22' pave., no curbs, 2 lanes.

2. Pacific Ave. & "B" St.: Flashing beacon.

Pacific - West (FAS 624):	40' curb section, 2 lanes.
East (FAP 32):	40' curb section, 2 lanes, one-way(W.Bd)
"B" St.- North:	30' curb section, 2 lanes
South: (FAP 32)	40' curb section, 2 lanes.

Project Data: The proposed work is as follows:

1. "E" St. & Rosearden Rd. & Gales Way: Channelization consisting of grade, drain, high-type pavement, signing and striping to accommodate left-turn lane on "E" Street. Install necessary illumination. (Type Code Y008, Est. Cost $8,400 & Type Code Y030, Est. Cost $1,000.)

2. Pacific Ave. & "B" St.: Install semi-traffic-actuated 3-phase traffic control signal. Channelization consisting of drain, conc. curbs, signing and striping. Install necessary illumination. (Type Code Y031, Est. Cost $26,000 & Type Code Y008, Est. Cost $3,800 & Type Code Y030, Est. Cost $2,800.)

NOTE: The proposed work at these intersections is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that those intersections have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact these intersections have experienced a high number of accidents. The proposed (1) signals by controlling the flow of traffic, (2) channelization and turning lanes by designating proper vehicle location and providing lanes for through traffic, and (3) illumination by increasing night visibility will reduce substantially the number of accidents occurring at these intersections.

This project qualifies as an "EHS" project under IM 30-5-71, "Emergency Highway Safety Program", Section (a).

Additional Right-of-W
accomplished by City.

Relocation Assistance

System Action: FAP Ty

Railroads, Airports,
None involved.

Clearinghouse Approva
dated April 28, 1970

Public Hearings: Req
Section 3f(4) of PPM

Environmental Impact
provisions of Section
1972.

Location/Design: App

Control of Utilities:
authority to control
project. A State-Cit
graph 6d(1) of PPM 30-

Data for PR-37: 80%
20%

" ST.

signal.
nes.

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anes.

es.
s, one-way(W.Bd)
s
s.

nsisting of grade,
mmodate left-turn
Type Code Y008,

-phase traffic con-
curbs, signing
de Y031, Est. Cost
030, Est. Cost

sified as "Safety
and State Highway
actual accident
PPM 21-16, based
number of accidents.
ffic, (2) channeliza-
cation and providing
easing night visi-
s occurring at these

5-71, "Emergency

Additional Right-of-Way: Permanent slope easements required. Acquisition to be accomplished by City.

Relocation Assistance Payments: None involved as no individual is required to mov

System Action: FAP Type II System approved by FHWA, May 25, 1971.

Railroads, Airports, Water Developments, Historical & Recreation Areas: None involved.

Clearinghouse Approval: State and District 2 exempt under working agreements dated April 28, 1970 and September 18, 1970, respectively.

Public Hearings: Requirement waived, as provided for by the provisions of Section 3f(4) of PPM 21-18, under FHWA memorandum of January 25, 1972.

Environmental Impact Statement: Requirement waived, as provided for by provisions of Section 3f(3) of PPM 21-18, under FHWA memorandum of January 17, 1972.

Location/Design: Approved by FHWA February 24, 1972.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 80% of project is on FA Primary System.
20% of project is on FA Secondary System.

MONTHLY TRANSACTION NO. 3-32

DATE SUBMITTED TO W.O. MAR 9 1972

FORM PR-9 (REV. 6-61)

3-1-72

REQUEST FOR APPRO
OF INDIVIDUAL PROJECT PRO
(PPM 21-1 AND 22-

CARD 2 — REPORT NUMBER (19)(20): 4

PROJECT LOCATION (45 typewriter spaces) 21–65: SR 8 at Rosearden & "B" St. (Forest Grove)

ADT: 5,500 / 11,700

FUTURE YEAR (66)(70)(71)(72): 10,400 / 22,200 / 91

REC (74): 10

CARD 3 — CHARACTER OF PROPOSED WORK (35 spaces) 28–62: PE, Channel., Illum. & Traf. Sig.

NATL. FOREST (63)(68):

FOR MISCELLANEOUS FUNDS ONLY

FH ROUTE NO (66)(68): | SUPV AGCY 69: | DA CLASSIF. 70: | DA AREA 71: | EMERG. YR. 72 73: | PL AUTH YR 74 75: | PR (14

CARD 4 — CLASS OF FEDERAL FUNDS [1]: TOPICS

COUNTY NAME: Washing

NAME OF URBAN AREA 17-31: Forest Grove

F.A. SYSTEM: Primary Type I & II Secondary

RT TP

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE (43-46)	STEP (53)	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)(58)	TOTAL COST (59)(66)	FED (67)
1	(1-6)(8)	16	41	42	43 - 46	53							
5					PE		ITEM AS NOW PROGRAMED	54	T-5011(2)	SR 8 at Rosearden & "B" St. (Forest Grove)	0.0	2,000	1,
					ROW					"Gales Cr. Rd. at E St. & Pac. Ave. at B St. (Forest Grove) Section"		26,000	16
					CONST Safety						0.0	16,000	10,
										PROJECT TOTAL	0.0	44,000	27
5					PE		RE-QUESTED REVISION	54-A	T-5011(2)	SR 8 at Rosearden & "B" St. (Forest Grove) "Gales Cr. Rd. at E St. & Pac. Ave. at B St. (Forest Grove) Section"	0.0	2,000	1,
					ROW								
					CONST								
										PROJECT TOTAL	0.0	2,000	1,

(16) (23) (24)

CARD — A form PR-1 or PR-9 has been submitted Yes ☐ — PROJECT WITHDRAWN ☐

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

3-1-72

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

			FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
st Grove)	ADT	5,500 11,700	10,400 22,200 / 91	10	Oregon	35	077	54

FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I. PROJECTS ONLY	
VE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
						T-	5011(2)		

COUNTY NAME	CODE
Washington	067

F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
Primary Type I & II Secondary	TPS	32 & 624	29 & Co.	

TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
SR 8 at Rosearden & "B" St. (Forest Grove)	0.0	2,000	1,200	400(City) 400	PE, all phases; channelization consisting of grade, drain, sign & striping. Inst. traffic signal and illumination.
"Gales Cr. Rd. at E St. & Pac. Ave. at B St. (Forest Grove) Section"	0.0	26,000 16,000	16,500 10,100	4,750(City) 4,750 2,950(City 2,950	
PROJECT TOTAL	0.0	44,000	27,800	16,200	
SR 8 at Rosearden & "B" St. (Forest Grove) "Gales Cr. Rd. at E St. & Pac. Ave. at B St. (Forest Grove) Section"	0.0	2,000	1,200	400(City) 400	PE all phases.
PROJECT TOTAL	0.0	2,000	1,200	800	

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

REQUEST FOR A
OF INDIVIDUAL PROJECT
(PPM 21-1 A

| | | |

Budget Bureau No. 41-R2008; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

	ADT		FUTURE YEAR		REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.		
65			(66)	(70) (71) (72)	(74) (75)		(2) (3)	4 6	(14) (18)		
FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I. PROJECTS ONLY			
UTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR.	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.		
(68)	69	70	71	72 73	74 75	14 23	7 13	(24) (26)	27		
				COUNTY NAME					CODE		
									14		
F.A. SYSTEM					RTE NO.	FEDERAL AID	STATE	U.S.			
							(32)	(36) (37)	(41)		

	TERMINI	MILES	PROJECT COST			CHARACTER OF PROPOSED WORK
			TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
	SR 8 at Rosearden & "B" St. (Forest Grove)	(54) (58)	(59) (66)	(67) (76)		Channelization consisting of grade, drain, sign & striping. Install traffic signal and illumination.
	"Gales Cr. Rd. at 'E' St. & Pac. Ave. at 'B' St. (Forest Grove) Section"	0.0	42,000	26,600	7,700(City) 7,700	
	PROJECT TOTAL	0.0	42,000	26,600	15,400	
			(16) (23)	(24) (33)		
	PROJECT TOTAL					

REASON FOR CHANGE: To split project as originally programed into two separate projects as Item 54-A, Project T-5011(2), PE all phases, and Item 54-B, Project EHS-T-5011(3), channelization, illumination & traffic signal in order that the physical construction may be programed and obligated as an "EHS"

AM REVISION REQUESTED	RECOMMENDED	APPROVED -OVER-
, 1972	DATE	DATE MAR 8 1972
	SIGNATURE	SIGNATURE Original signed by Glen L. Green
Engineer	TITLE	TITLE Engineering Coordinator

ancing, show both classes of funds involved.

USCOMM-DC 48908-P61

Reason for Change - continued

project under IM 30-5-71, "Emergency Highway Safety Program", paragraph (a) and to include the entire project work type, for Project EHS-T-5011(3), as (Safety).

ENGR. ✓ AE ✓

bc: J. R. Oakes
L. H. Young
F. L. Hall

March 3, 1972

Mr. Clarence Pace
City Engineer
City Hall
Forest Grove, Oregon 97116

RE: TOPICS Project T-5011(2)
Gales Creek Road @ "E" Street, and
Pacific Avenue @ "B" Street

Dear Mr. Pace:

The FHWA has granted location/design approval for the subject project. You may now proceed to acquire the necessary right-of-way. You will notice from the enclosed plan sheets that the slope easements have been eliminated and the takings restricted to two small triangles at the intersection of Gales Creek Road and Rose Arden Drive. Enclosed are descriptions of the two parcels required.

When you have purchased the right-of-way, please complete the enclosed right-of-way and utilities certificate and forward one copy for our files.

Also enclosed are preliminary copies of the grading and paving plans for the project. Please give them your immediate attention so that any recommended changes you may suggest can be considered and the plans revised prior to the project being advertised for bids.

This project is scheduled for bid openings on April 27, 1972. In order to make this date, we will need the completed right-of-way and utilities certificate five weeks in advance; i.e., by March 23, 1972. If you cannot complete your purchases by that time, please inform us so that we may reschedule the project for May 25, 1972.

If you have any questions or need any assistance, please do not hesitate to call us.

Very truly yours,

George M. Baldwin
Administrator of Highways

By RICHARD BLADORN

for H. S. Cox
County and City Engineer

RNB:mm
Encl.

RECEIVED
COUNTY & CITY SECTION
MAR 2 - 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 1, 1972
Salem, Oregon

To: H. S. Cox
County-City Division

B U I L D I N G

SUBJECT: OPTIONS
Gales Creek Road at "E" Street
(Forest Grove) Section
City Street
Washington County

Attached you will find two original option forms in quadruplet covering right of way to be acquired in connection with Gales Creek Road-"E" Street, a Forest Grove City Street in Washington County.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of February 23, 1972.

We are attaching four prints of a section of map 7B-8-9 covering this area and bearing our date of 2-29-72.

FILE NO.	NAME	AREA
47069-A	Charles C. & Mary C. Warren	272 Sq. Ft.
47069-B	Nolan F. & Virginia Taylor	313 " "

John R. Oakes

JOHN R. OAKES
Assistant R/W Engineer

AC:gv
Enclosures: 2 options, etc.

cc: L. W. Rulien - 1 print
Ken Rolfe - 1 print

BP°52478-724

File No. 47069-A

REAL ESTATE OPTION

Grantor Charles C. & Mary C. Warren Mail Address .....

..... Agent .....

Section Gales Creek Road at "E" Street / (Forest Grove) ~~County Road~~ City Street

Purpose R/W Desc. Checked by HRS 2-23-72 7B-8-9

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of City of Forest Grove ~~County~~, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

Regardless of statements herein to the contrary, this option is in the name of and for the City of Forest Grove. Where the name County is printed it shall mean City.

A parcel of land lying in Lot 1, WESTLAND PARK, Washington County, Oregon, the said parcel being described as follows:

Beginning on the Southerly line of said Lot 1 at the Southwest corner of that property described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 326, Page 60 of Washington County Book of Records; thence Westerly along the Southerly line of said Lot 1 a distance of 25 feet; thence Northeasterly in a straight line to the Westerly line of said State of Oregon property at a point 25 feet Northerly of the point of beginning; thence Southerly along said Westerly line 25 feet to the point of beginning.

The parcel of land to which this description applies contains 272 square feet.

tk/

Said County shall have the irrevocable right to elect to purchase under this option at any time within ..... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of ..... DOLLARS

($.....) (of which $..... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this ..... day of ....., 19.....

Witnesses: ..... (SEAL)

.... (SEAL)

.... (SEAL)

..... (SEAL)

SCHEDULE OF MOVING WORK

File No. 47069-B

REAL ESTATE OPTION

Grantor Nolan F. & Virginia Taylor Mail Address .....

..... Agent .....

Section Gales Creek Road at "E" Street / (Forest Grove) City Street

Purpose R/W Desc. Checked by HRS 2-23-72 7B-8-9

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of City of Forest Grove, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

Regardless of statements herein to the contrary, this option is in the name of and for the City of Forest Grove. Where the name County is printed it shall mean City.

A parcel of land lying in Lot 1, TARALEE, Washington County, Oregon, the said parcel being described as follows:

Beginning on the West line of said Lot 1 at a point 25 feet South of the Northwest corner of said Lot 1, thence North along said West line 25 feet to said Northwest corner; thence East along the North line of said Lot 1 a distance of 25 feet; thence Southwesterly in a straight line to the point of beginning.

The parcel of land to which this description applies contains 313 square feet, more or less.

tk/

Said County shall have the irrevocable right to elect to purchase under this option at any time within ..... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing claims against the County, shall be paid the sum of ..... DOLLARS ($.....) (of which $..... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this ..... day of ....., 19.....

Witnesses: ..... (SEAL)

.... (SEAL)

.... (SEAL)

..... (SEAL)

SCHEDULE OF MOVING WORK

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 23, 1972

SUBJECT:

To: Mr. D. H. Moehring
Right of Way Engineer
B U I L D I N G

47069-A - Warren
47069-B - Taylor
Gales Creek Road at "E" St.
(Forest Grove)
City Street
Washington County

Attached are 2 Files, an authorization and right of way prints for the subject TOPICS project, which is scheduled for April 27, 1972.

The City of Forest Grove is acquiring this right of way.

Frank L. Hall
Design Engineer

By Floyd O. Scott
Floyd O. Scott
Right of Way Description Engineer

FOS:dme

Attachments

RECEIVED
COUNTY & CITY SECTION
MAR 2 - 1972
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Form F-353 (Rev. 12-68)

Oregon State Highway Department
DESIGN DIVISION

Sheet No. ..... of .....

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway ~~//////~~ City Street County Washington

Unit ..... Survey Approved .....

Section Gales Creek Road at "B" Street (Forest Grove) Sta. 5+00 Sta. .....

R/W Map No. 7B-3-9 15-15

Cost Distribution .....

File No.	NAME	CONTROL ACCESS: Complete	Limit Use	Limit Loc.	None	ACTION: Purchase	Lease	Easement	Encroach	Sale	PURPOSE: R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
47069-A	Charles C. and Mary C. Warren					X					X					
47069-B	Nolan F. and Virginia Taylor					X					X					

Submitted Floyd O. Scott Date FEB 23 1972
R/W Description Engineer

Approved ..... Date .....
Assistant Design Engineer

Approved Date 2-25-72
R/W Engineer

FEB 29 1972

City

Exist. 18" Conc. Pipe

~~Present Route of WILSON RIVER HWY.~~

Exist. 12" Conc. Pipe

(225.45)

N. & V. Taylor
842-844

19

47069-B

~~John H. Diehl, et al~~
~~265-559~~

(263.65)

A

2

RR

1

Sold RW 12239 to Wash. Co. 417-126

(115.5)
80.11

80.11

40'

40'

17780
Deed RW 12022
324-456
RA

I.P.

(170.00)

GALES CREEK ROAD

57.22

25'

(199.1) 17779
Deed RW 12795
326.60
Sold RW 12239 to Wash. Co. 417-126
RA

47069-A

(169.15)

4+16.83 P.S.C.

Gravel Street

4+68.04 P.C.S.

17

125.00

125.00

C.A. Johnson
313-574

350' Spiral
S 21°26.3'
a 3.5

21° 26' 15"

(170.00)

I.P.

C. & M. Warren
368-421

~~Robert Wesley Reinertsen~~

57.17

I.P.

(190.79)
Plat

12°15' C.P.
Δ 6°16.4'
51.21

6° 16' 30"

S.E.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

8-25-71

FEDERAL-AID PROG (PPM 21-1

CARD 1 | REPORT NUMBER (19)(20): 1 | PROJECT LOCATION (45 typewriter spaces) 21: SR 8 at Rosearden & "B" St. (Forest Grove) 65 | ADT | PRESENT * 5,500 / 11,700 | FUTURE * 10,400 / 22,200 (66)(70) | YEAR 91 (71)(72) | R

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28: PE, Channel., Illum. & Traf. Sig. 62 | NATL. FOREST (63)(65) | FH ROUTE NO. (66)(69) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72)(73) | PL. AUTH YR (74)(76) | P 14

CARD | CLASS OF FEDERAL FUNDS: TOPICS | COUNTY NAME

NAME OF URBAN AREA 17-31: Forest Grove | ROUTE NO. T PS | FEDERAL-AID 32 & 624

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY TOTAL ESTIMATED COST	ESTIMATED PROJECT COST BY FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
					PE		SR 8 at Rosearden & "B" St. (Forest Grove)	0.0	2,000	1,200
5					ROW		"Gales Cr. Rd. at E St. & Pac. Ave. at B St. (Forest Grove) Section"		26,000	16,500
5					CONST (CODE) Safety			0.0	16,000	10,100
							PROJECT TOTALS	0.0	44,000	27,800

CARD 1 | CODE 1 | PREPARED BY

1 | 14 | PROGRAM APPROVAL DATES

(16) (23)(24) (33) REMA

FHWA
9-3-71

*Top ADT entering intersection E St. & Rosearden
Bot. ADT entering intersection B St. & Pacific

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

-71

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

(ove)	ADT	PRESENT *	FUTURE *	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
		5,500 11,700	10,400 22,200	91	08	Oregon	35	077	54

SUFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
					T-	5011	(2)		

COUNTY NAME	CODE	PROGRAM STAGE
Washington	067	[ ] 1 OR [X] 2

ROUTE	FEDERAL-AID	STATE	U.S.
T NO. PS	32 & 624	29 & Co.	

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
0.0	2,000	1,200	400	400 (City)	PE all phases; channelization consisting of grade, drain, pave, sign & striping. Inst. traffic signal and illum.
	26,000	16,500	4,750	4,750 (City)	ROW-66' min.; Access control-none; Park. restrictions-none.
0.0	16,000	10,100	2,950	2,950 (City)	
0.0	44,000	27,800	8,100	8,100 (City)	

REMARKS

Top ADT entering intersection E St. & Rosearden
Bot. ADT entering intersection B St. & Pacific

Preliminary Engineering:

Field Work	$1,000
PS&E Prep.	1,000
	$2,000

-OVER-

USCOMM DUSCOMM-DC 48905-P61

GALES CR. RD. AT E ST. & PAC. AVE. AT B ST.
(FOREST GROVE) SECTION
PROJECT NO. T-5011(2)

Existing Facilities: Each intersection as follows:

1. E St. & Rosearden Rd. & Gales Way: No traffic control signal.
   E St. (FAS 624): 22' pave., no curbs, 2 lanes.
   Rosearden Rd.: 36' pave., 2 lanes.
   Gales Way - NW (FAS 624): 22' pave., no curbs, 2 lanes.
   SW: 22' pave., no curbs, 2 lanes.

2. Pacific Ave. & B St.: Flashing beacon.
   Pacific - West (FAS 624): 40' curb section, 2 lanes.
   East (FAP 32): 40' curb section, 2 lanes, one-way (W.Bd.)
   B St. - North: 30' curb section, 2 lanes.
   South (FAP 32): 40' curb section, 2 lanes.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.

2. E St. & Rosearden Rd. & Gales Way: Channelization consisting of grade, drain, high-type pavement, signing and striping to accommodate left-turn lane on "E" Street. Install necessary illumination. (Type Code Y008, Est. Cost $8,400 & Type Code Y030, Est. Cost $1,000.)

3. Pacific Ave. & B St.: Install semi-traffic-actuated 3-phase traffic control signal. Channelization consisting of drain, conc. curbs, signing and striping. Install necessary illumination. (Type Code Y031, Est. Cost $26,000 & Type Code Y008, Est. Cost $3,800 & Type Code Y030, Est. Cost $2,800.)

NOTE: The proposed signal work (Type Code Y031) at the intersection of Pacific Ave. & "B" Street is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the intersection has a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact the intersection has experienced a high number of accidents. The proposed signals by controlling the flow of traffic will reduce substantially the number of accidents occurring at the intersection.

Additional Right-

System Action:

Railroads, Airpor
None involved.

Relocation Assist
is not required.

Clearinghouse App
ments dated April

Public Hearings:
20-8.

Environmental Imp
July 23, 1971.

Control of Utilit
authority to cont
project. A State
graph 6d(1) of PP

Data for PR-37:

B ST.

signal.
s.
s.
.
one-way (W.Bd.)
sisting of grade,
ommodate left-turn
(Type Code Y008,
phase traffic con-
curbs, signing
de Y031, Est. Cost
030, Est. Cost
intersection of
rovement Work"
Division that the
of such magnitude
fact the intersec-
roposed signals by
ly the number of

Additional Right-of-Way: None required.

System Action: ~~Tentative~~ FAP Type II System approved by FHWA, May 25, 1971.

Railroads, Airports, Water Developments, Historical & Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

Clearinghouse Approval: State and District 2 exempt under working agreements dated April 28, 1970 and September 18, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Environmental Impact Statement: Waived by FHWA (Division) memorandum of July 23, 1971.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 80% of project is on FA Primary System.
20% of project is on FA Secondary System.

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
SALEM OR 97308

TO : MR. GEORGE M. BALDWIN, ADMINISTRATOR OF HIGHWAYS
SALEM, OREGON

DATE: FEBRUARY 24, 1972

In reply refer to: 10-35-FA

FROM : R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

SUBJECT: OREGON PROJECT T-5011(2)
GALES CREEK ROAD AT "E" ST. & PACIFIC AVE. AT "B" ST.
FOREST GROVE
LOCATION/DESIGN APPROVAL

LOCATION/DESIGN APPROVAL IN ACCORDANCE WITH THE REQUIREMENTS OF PARAGRAPH 10 OF PPM 20-8 IS HEREBY GRANTED FOR THE CONSTRUCTION OF THE SUBJECT PROJECT AS REQUESTED IN MR. HUNTER'S FEBRUARY 14, 1972 LETTER.

3-1-72
REFERRED TO
[signature]
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
R. D. ASBURY

RECEIVED
FEB 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

RECEIVED
MAR 6 1972
PROGRAMING SECTION

NOTED
JOM. EDWARDS

NOTED
R. N. CHASE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

3

GPO 910-222

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO. GALES CREEK ROAD AT "E" ST. AND PACIFIC AVE. AT "B" ST.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. T-54

COUNTY NAME: WASHINGTON

PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

2-1-72
REFERRED TO
Hunter
BY DEPUTY STATE HIGHWAY ENGINEER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	FEBRUARY 24, 1972	PRIMARY ROUTE 32 & SECONDARY ROUTE 624	TUALATIN VALLEY HIGHWAY ROUTE 29 & COUNTY RD.

GENERAL LOCATION:

CITY OF FOREST GROVE

GENERAL DESCRIPTION OF WORK:

AS REQUESTED IN MR. HUNTER'S FEBRUARY 14, 1972 LETTER YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO COMPLETE PS&E PREPARATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [XX] PREPARATION
- [ ] OTHER (Specify)

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
FEB 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. D. ASBURRY

RECEIVED
MAR 6 1972
PROGRAMING SECTION

NOTED
E. S. HUNTER

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-24-72	G. R. Simpson	FOR: DIVISION ENGINEER

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Cor

RECEIVED
COUNTY & CITY SECTION
FEB 25 1972
☐ ENGR. ☑ COOR. ☑ LE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

RECEIVED
FEB 23 1972
CITY OF FOREST GROVE

February 22, 1972
(date)

Mr. Harry Sherman, Jr.
City Manager
City Hall
Forest Grove, Oregon 97116

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway _____ TOPICS

Section Gales Creek Road @ E Street, & Pacific Avenue @ B Street) Grade, Pave, Signals & Illum.

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

_____

_____

_____

_____

February 23, 1972
(date)

By CITY OF FOREST GROVE

By Harry Sherman Jr.
Commissioner

By CITY MANAGER
Commissioner

cc: L. H. Young
Attn: Duane Ridings

OREGON STATE HIGHWAY DIVISION

RECEIVED
COUNTY & CITY SECTION
FEB 15 1972
ENGR. CGOR. OE AE UE
UPE CE RE RPE

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 14, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Admin.
P. O. Box 300
Salem, Oregon 97308

Location/Design Approval
Gales Cr. Rd. at "E" St. & Pacific Ave.
at "B" St. (Forest Grove) Section
Project T-5011(2)
City of Forest Grove - Washington County

Dear Sir:

We hereby request your approval of the location/design as set forth hereinafter and in the enclosed study report for the subject project.

Location/Design:

a. The location is the existing facilities at (1) the intersection of Gales Creek Road and "E" Street; (2) the intersection of Pacific Avenue and "B" Street.

b. The design consists of (1) widening and channelization of Gales Creek Road (FAS 624) at the intersection of Rosearden St. to provide left-turn refuges; (2) replacing flashing beacon at the intersection of Pacific Ave. and "B" Street with traffic actuated traffic control signal and providing necessary channelization; (3) installing necessary illumination at both of the aforesaid intersections.

More complete location/design details are contained in the enclosed study report, which report consists of the following documents:

a. 1 copy Study Report (County and City Section memorandum of February 3, 1972).

b. 1 copy City of Forest Grove "TOPICS Project Request" dated May 15, 1971.

The Highway Division, having considered all of the data as well as the social, economic and environmental effects, has concluded that the location/design as set forth hereinabove is suitable for the proposed project.

The proposed project is exempt from State and District 2 clearinghouse review and comments under working agreements dated April 28, 1970 and September 18, 1970, respectively.

Environmental statement and public hearing requirements were waived for this proposed project by FHWA (Division), as provided for by the provisions of Sections 3f(3) and (4) of PPM 21-18, under their memorandums of January 17, 1972 and January 25, 1972, respectively.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

We further request your authorization to proceed with the PS & E phase of preliminary engineering for final plan preparation, etc., as programed under the subject Project T-5011(2).

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Asst. State Highway Engineer

JG:jb

Enclosures

cc F. B. Klaboe
L. H. Young
F. L. Hall
H. S. Cox
R. N. Chase
B. L. Gifford

#7767

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Pac Hwy at "B"

Washington County News-Times

February 11, 1972

Forest Grove, Oregon 97116

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Commission's notice to interested parties in or near the city of Forest Grove, Washington County, Oregon, relative to State's proposed plans for the revision of traffic signals and channelization within the city of Forest Grove.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, February 17, 1972, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. L. W. Rulien, Regional Engineer in Milwaukie, phone 654-7741, ext. 262.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

DNH:ljt
Att: Notice
cc: City of Forest Grove
Federal Highway Administration
Programing Section
Planning Section
Accounting: 5107-608-04
County and City Section
Public Affairs
L. W. Rulien, Region Engineer

RECEIVED
FEB 11 1972
PROGRAM & PLANNING
DIVISION

George M. Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Victor D. Wolfe
F. L. Hall
L. H. Young
R. N. Chase
L. E. George
B. L. Gifford ✓

TOPICS
BEN GIFFORD

NOTICE REQUESTING HIGHWAY
LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the city of Forest Grove and the Oregon State Highway Division have requested the Federal Highway Administration's location-design approval for a proposed project of installation of a traffic actuated signal at "B" Street and Pacific Avenue and channelization of the "E" Street and Gales Creek Road intersection, including illumination, within the city of Forest Grove, Washington County, Oregon.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying if interested persons desire.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

DNH:ljt
2/11/72

Washington County News-Times, Forest Grove

ENGR ☑ COOR. ☑ OE ☐ AE ☑ UE
☑ HPE ☐ CE ☐ RE ☑ RPE ☐

SALEM, OREGON
February 3, 1972

Mr. L. H. Young
Programing Engineer
B U I L D I N G

Attn: Mr. R. N. Chase

Location/Design Approval
TOPICS Project T-5011(2)
Gales Creek Road @ "E" Street &
Pacific Avenue @ "B" Street
City of Forest Grove

Processing for location/design approval is requested for the subject project.

STUDY REPORT

LOCATION: The intersection of Gales Creek Road and "E" Street and the intersection of Pacific Avenue and "B" Street.

DESIGN: Gales Creek Road - Two 12-foot travel lanes with 4-foot paved shoulders and 12-foot median, with left-turn refuges at intersection.

Pacific Avenue - Replace flashing beacon with traffic actuated traffic control signal. Install luminaires at both intersections.

Environmental statement requirement waived by FHWA on July 23, 1971. Hearing requirement waived by FHWA on January 25, 1972.

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

GALES WAY @ 'E' ST AND ROSEARDEN DR.

CITY OF FOREST GROVE
OREGON

AUGUST 1970

OFFICE OF THE CITY ENGINEER

SCALE IN FEET

0 400 800 1200 1600

N

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date *May 15, 1971*

Name of City *Forest Grove, Oregon*
Major Street Name *"E" Street and Gales Way at Rosearden Drive*
Section Name _____

Location of Project (Attach sketch map) Length *NA*
On Which System? Primary I _____ Primary II *x* or Secondary *x*

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? *No* Date PLAN approved: _____; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? *Yes* (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? *Yes*
Explain *E Street and Gales Way comprise part of Ore #8*

General description of proposed project: *Widening to facilitate left turn lanes; channelization; signing and improved illumination*

Complete Applicable Sections:

I. SIGNALIZATION DATA: *NOT APPLICABLE*

1. Proposed Location: _____

2. Type: a. Traffic Control _____
   1. Pretimed _____
   2. Traffic-actuated
      (a.) Full traffic-actuated _____
      (b.) Semi-traffic-actuated _____
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated _____

   b. Flashing Beacon _____

Footnotes:

T-1-69
(rev. 12-70)

c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two _____
   b. Three _____
   c. Multiple _____

4. Is interconnection for coordination necessary? _____ Remarks: ___
   _____
   _____
   If so, by cable or leased telephone line? _____

5. Type of Suspension:
   a. Mast Arm _____
   b. Span Wire _____
   c. Signal Bridge _____

6. Paint Color Desired: _____

7. Present Signalization: _____
   _____

8. Other Remarks: _____
   _____
   _____

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: *Intersection of "E" Street and Rosearden Drive (S.E. corner)*
   _____
   _____

2. Type: a. Mercury Vapor *x*
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III *x*
   d. IV _____
   e. V _____

_____

Footnotes:

4. Luminaire Wattage:
   a. 175 ____
   b. 250 ____
   c. 400 x
   d. 700 ____
   e. 1000 ____

5. Luminaire Spacing: NA

6. Maintained Intensity: 15-2 fc

7. Uniformity Ratio: 3:1

8. Proposed Mounting Height:
   a. 30 ft. x
   b. 40 ft. ____
   c. 45 ft. ____
   d. 50 ft. ____

9. Pole Type: a. Wood x
   b. Steel ____
   c. Aluminum ____

10. Operating Voltage: a. 120 ____
    b. 240 x
    c. 480 ____
    d. Series ____

11. Type of Wiring: a. Overhead x
    b. Underground ____

12. Present Illumination: 3 - 21,000 LMV for location - see sketch

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: *Intersection of E Street & Rosearden Drive*

2. Desired Work: *Widen N & S approaches from 22' to 36'*
Convert portion of Gates Way to one-way NW-bound
Channelize using button & point type pavement markings

3. Typical Cross Section: *6' shoulders & 3-12' lanes in widened portion of E Street*

4. Curbs? *No* If so, a. Type Desired: (Standard, monolithic, rolled, or special) _____
b. Exposure _____ inches
c. Width between curbs _____ ft.
d. Desired curb radius _____ ft.

5. Surfacing: A.C._____ P.C.C. _____ Oil _____ Other _____

6. Present Typical Cross Section and Surfacing: *6' shoulders; 2-11 foot lanes - ACP*

7. Traffic Control Signing:
a. By City at City Expense?_____
b. By State at City Expense?_____
(NOTE: These signs must be in place prior to FHWA acceptance.)
see footnote #1

8. Striping:
a. By City at City Expense?_____
b. By State at City Expense? _____
(NOTE: Striping must be completed prior to acceptance.)
see footnote #1

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
a. Length _____ft.
b. Width _____ft.
c. Type _____
d. Location: _____

Footnotes: #1 *Signing and striping is subject to TOPICS project funding ratios.*

IV. STRUCTURE DATA:

1. Location: *NA*

2. Desired Work: _____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____

7. Is a particular type of structure and design desired? _____
Explain: _____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

T-1-69
(rev. 12-70)

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 80 ft.
   a. Maximum: 110 ft.
   b. Minimum: 80 ft.

2. Will additional right-of-way be needed? No Explain: _____

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: _____

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: _____

8. Are utilities on existing right-of-way by? Permit _____ or Franchise Yes (Attach list of utilities, owner, type and location within project limits.)
   see footnote #2

9. Are there any irrigation facilities? No Name of Owner _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____

10. Are there any railroad crossings? _____ Location: _____

Footnotes: #2 City of Forest Grove 6" water main between existing roadway and west Right-of-Way limits. Forest Grove Power Co. and General Telephone overhead lines are along North side of Rosearden Drive and West side of Gales Way, rights-of-way. Drainage culverts exist through each approach.

a. Name of Railroad *NA*

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

_____

_____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____

(1.) Does City wish State to prepare P.U.C. hearing data? _____

(2.) Will P.U.C. application be made by? State _____
City _____

(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

_____

_____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ *41,000*
(Federal + State + City)

2. Estimated Cost of Requested Project $ *9200*

3. Date Match Money is Available: *July 1, 1970*

4. Will there be any 100% City money? *No*
(Non-participation items)

5. Maximum Amount of 100% City Money: $ *None*

_____

Footnotes:

VII. GENERAL INFORMATION

1. **Areawide TOPICS Plan Status:** *Plan will begin with the execution of the 3-way agreement between city/state/consultant that is under preparation, resulting in the Plan completion in 18 months maximum time.*

2. **Existing Conditions Necessitating This Proposed TOPICS Project:** *Approach angles and configuration create hazardous exposure and complicate motorists decision-making Motorists traveling into town from the NW tend to continue straight along Gales Way (residential) at a high rate of speed in lieu of following ORE #8.*

3. **This Project Would Accomplish the Following:**
   1. Reduce the number of conflict points.
   2. Will channelize higher speed traffic along ORE #8 instead of through residential areas
   3. Improved safety at night through improved intersection lighting

This application is not complete unless a sketch map showing the location of the project is attached.

The *Forest Grove* City Council on the *10th* day of *May*, 19*71*, adopted Resolution No. *495* or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By *Harry Sherman Jr., City Manager*

By _____

T-1-69
(rev. 12-70)

Oregon State Highway Division
Traffic Engineering Section
Accident Analysis

COLLISION DIAGRAM

City of FOREST GROVE County WASHINGTON
Intersection of ROSEARE Dr. and E ST.
Highway Number ORE. 8
Period Covered _____
Compiled by _____ Drawn by _____ Date _____

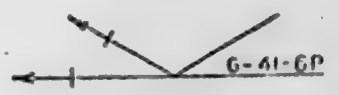
Indicate North

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

NOTE:
1. *Accident data is incomplete.*
2. *O.H.D. printouts for 1968, 1969 and 1970 are not available at this time.*
3. *Police accident files are incomplete, City personnel are aware of accident occurrences.*
4. *1967 summary indicates 3 accidents occurring.*

Example:

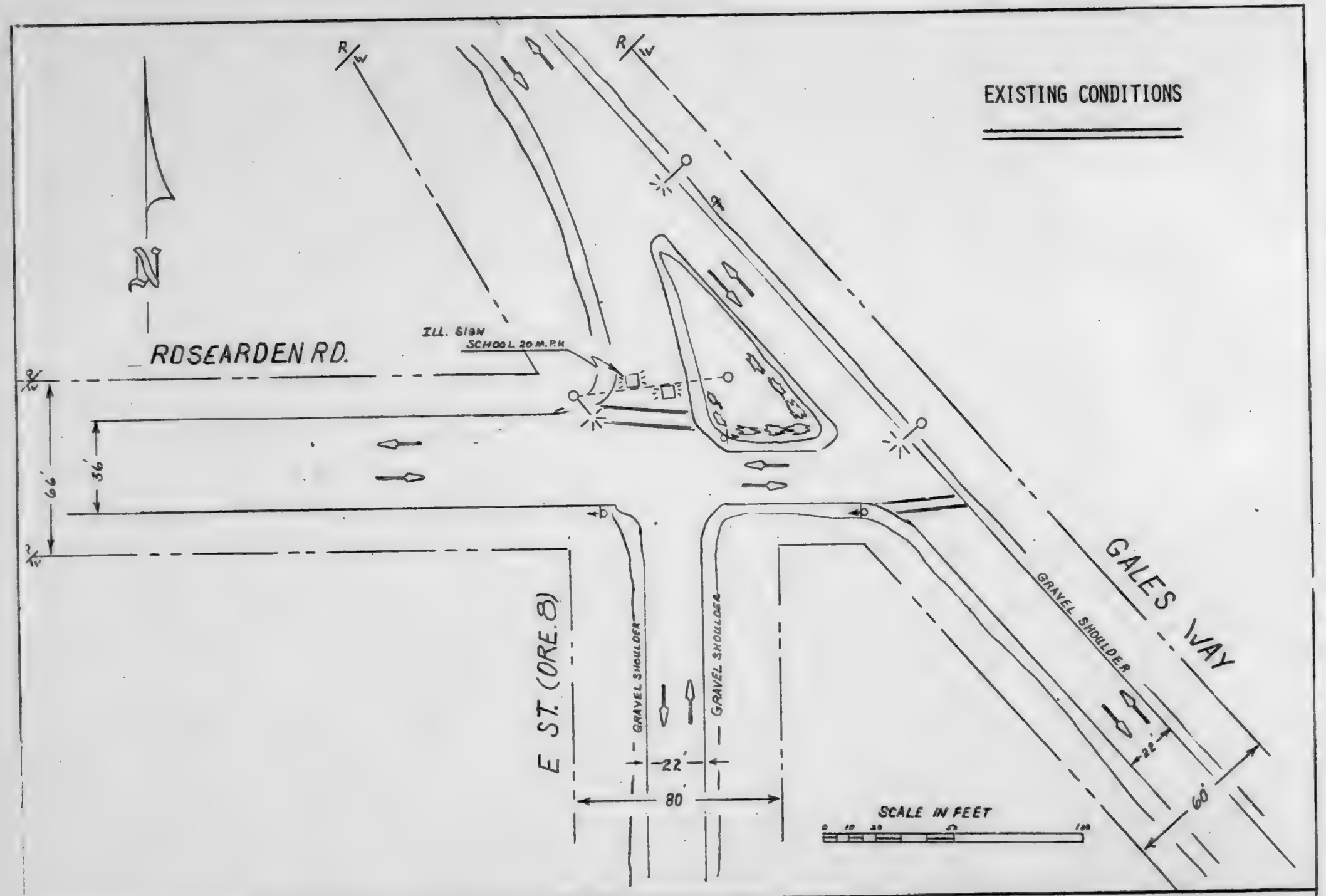


Collision — Sideswipe
June, 1941 - 5-6PM
Property Damage

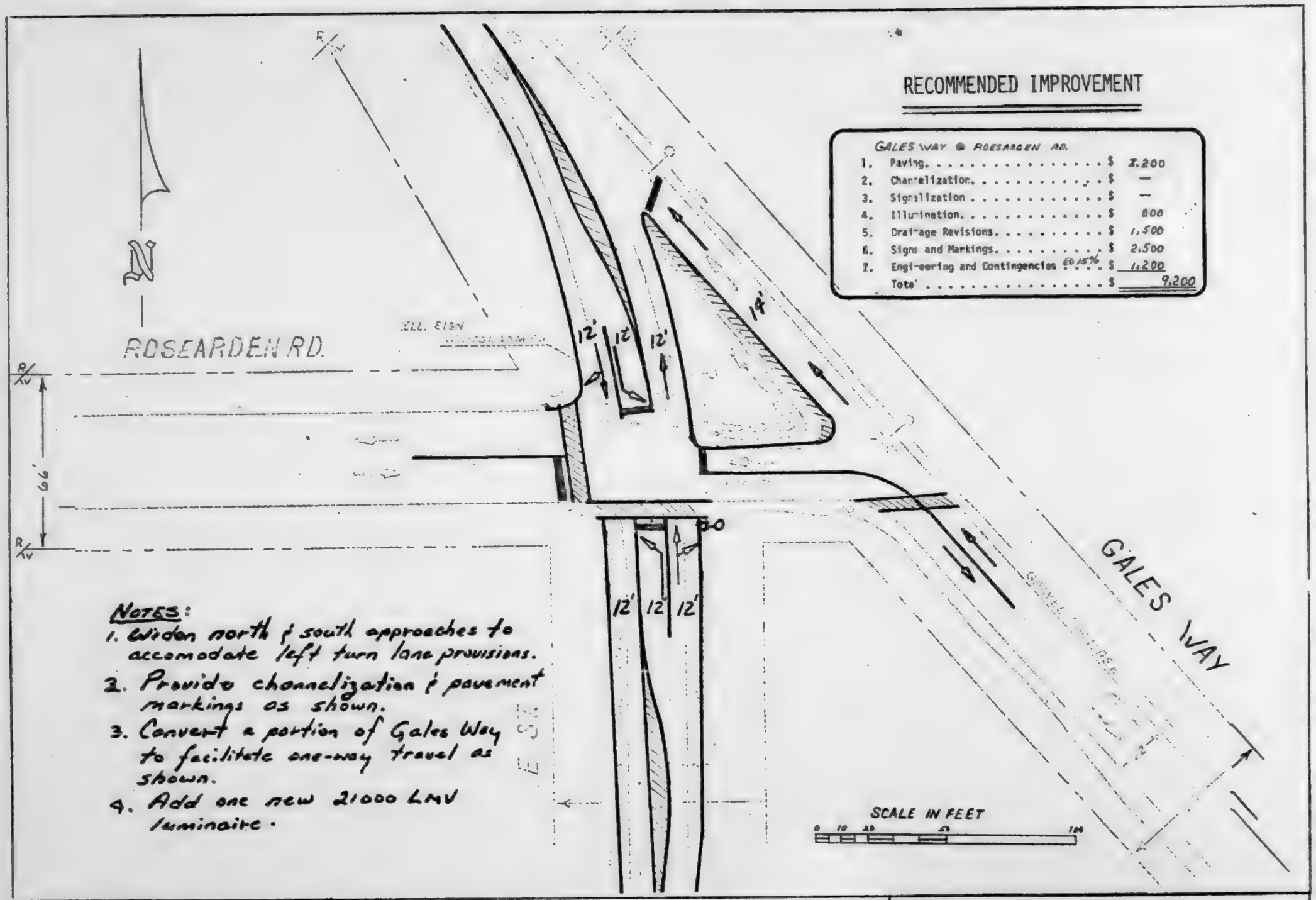
X - Disregarded control

Collision Type																	Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Passing																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL																				

EXISTING CONDITIONS



TOPICS COTTINGHAM & ASSOCIATES *Consulting Traffic Engineers*	GALES WAY & ROESARDEN & E ST. FOREST GROVE, OREGON	Date: 05-11-71 Drawing No. 03 Drawn by: [illegible] Job No. 23271 Checked by: KPC Scale: As shown



RECOMMENDED IMPROVEMENT

GALES WAY @ ROESARDEN RD.

1.	Paving	$ 3,200
2.	Channelization	$ —
3.	Signalization	$ —
4.	Illumination	$ 800
5.	Drainage Revisions	$ 1,500
6.	Signs and Markings	$ 2,500
7.	Engineering and Contingencies @ 15%	$ 1,200
	Total	$ 9,200

NOTES:

1. Widen north & south approaches to accomodate left turn lane provisions.
2. Provide channelization & pavement markings as shown.
3. Convert a portion of Gales Way to facilitate one-way travel as shown.
4. Add one new 21000 LMV luminaire.

TOPICS
COTTINGHAM & ASSOCIATES
Consulting Traffic Engineers

GALES WAY & ROESARDEN & E ST.

FOREST GROVE, OREGON

Date: 05-11-71 Drawing No. 03-A
Drawn by: [illegible] Job No. 23271
Checked by: KCC
Scale: As shown

PACIFIC AVE
@ 'B'STREET

CITY OF FOREST GROVE
OREGON

AUGUST 1970
OFFICE OF THE CITY ENGINEER

SCALE IN FEET
0 400 800 1200 1600

N

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date *May 15, 1971*

Name of City *Forest Grove, Oregon*
Major Street Name *Pacific Avenue (ORE #8) and "B" St (ORE #47)*
Section Name *Intersection of Pacific Ave with "B" St.*

Location of Project (Attach sketch map) Length *Not applicable*
On Which System? Primary I *x* Primary II *x* or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? *No* Date PLAN approved: _____; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? *Yes* (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? *Yes*
Explain *Pacific Ave East approach is Ore #8 and Ore #47 Pacific Ave West approach is Ore #8. "B"ST South approach is Ore #8 and Ore #47.*

General description of proposed project: *Signalize and install paint and curb channelization, pavement markings. Luminaires, and signs to indicate one-way streets, turning movements, and route markers, including pedestrian crosswalks and signals.*

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: *Pacific Avenue & B Street (Ore #8 and #47)*

2. Type: a. Traffic Control _____
   1. Pretimed _____
   2. Traffic-actuated
      (a.) Full traffic-actuated _____
      (b.) Semi-traffic-actuated *x*
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated _____

   b. Flashing Beacon _____

Footnotes:

T-1-69
(rev. 12-70)

c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two _____
   b. Three *x*
   c. Multiple _____

4. Is interconnection for coordination necessary? *No* Remarks: *NA*

   If so, by cable or leased telephone line? _____

5. Type of Suspension:
   a. Mast Arm *x*
   b. Span Wire _____
   c. Signal Bridge _____

6. Paint Color Desired: *According to MUTCD, 1971 Edition*

7. Present Signalization: *Flashing beacon mounted on spanwire*

8. Other Remarks: _____

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: *Pacific Avenue and B Street*

2. Type:
   a. Mercury Vapor _____
   b. Fluorescent _____
   c. High-pressure Sodium *x*
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III *x*
   d. IV _____
   e. V _____

Footnotes:

4. Luminaire Wattage:
   a. 175 ____
   b. 250 ____
   c. 400 x
   d. 700 ____
   e. 1000 ____

5. Luminaire Spacing: Not applicable

6. Maintained Intensity: 5-7 ft

7. Uniformity Ratio: 3:1 or better

8. Proposed Mounting Height:
   a. 30 ft. x
   b. 40 ft. ____
   c. 45 ft. ____
   d. 50 ft. ____

9. Pole Type: a. Wood ____
   b. Steel x on signal poles
   c. Aluminum ____

10. Operating Voltage: a. 120 ____
    b. 240 x
    c. 480 ____
    d. Series ____

11. Type of Wiring: a. Overhead ____
    b. Underground x

12. Present Illumination: Consists of three 21,000 lumen MV

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: *Pacific Avenue and B Street*

2. Desired Work: *Paint channelization stoplines, crosswalks, etc. Construct an island on the Pacific Ave W approach as shown*

3. Typical Cross Section: *Not applicable (no widening required)*

4. Curbs? *Yes* If so, a. Type Desired: (Standard, monolithic, rolled, or special) *Standard*
   b. Exposure *6* inches
   c. Width between curbs *NA* ft.
   d. Desired curb radius *see dwg #01* ft.

5. Surfacing: A.C. *x* P.C.C. _____ Oil _____ Other _____

6. Present Typical Cross Section and Surfacing: *Pacific Avenue West approach from north to south 5' concrete walk, 5' grass strip, concrete Curb & gutter 40' A.C.P. Conc C&G 5' grass strip, and 5' concrete walk.*

7. Traffic Control Signing: *see footnote #1*
   a. By City at City Expense? _____
   b. By State at City Expense? _____
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping: *see footnote #1*
   a. By City at City Expense? _____
   b. By State at City Expense? _____
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length _____ ft.
   b. Width _____ ft.
   c. Type _____
   d. Location: *NA - no new construction required*

Footnotes: *#1 Subject to TOPICS Project funding ratios*

IV. STRUCTURE DATA: *NOT APPLICABLE*

1. Location: _____
_____
_____

2. Desired Work: _____
_____
_____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____
_____

7. Is a particular type of structure and design desired? _____
Explain: _____
_____
_____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

NOT APPLICABLE

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 66 ft.
   a. Maximum: 66 ft.
   b. Minimum: 66 ft.

2. Will additional right-of-way be needed? No Explain: NA

3. Shall State prepare right-of-way descriptions? NA

4. Is a public hearing necessary? NA
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? NA
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain:

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location:

8. Are utilities on existing right-of-way by? Permit _____ or Franchise Yes (Attach list of utilities, owner, type and location within project limits.) see footnote #2

9. Are there any irrigation facilities? No Name of Owner _____, and dates between which water can be turned off:
   From _____ To _____ Location:

10. Are there any railroad crossings? No Location:

Footnotes: #2 Forest Grove Power Co. and General Telephone Co. jointly occupy wooden poles on the south side of Pacific Avenue and the North side of B Street.

NA

a. Name of Railroad _____

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____

(1.) Does City wish State to prepare P.U.C. hearing data? _____

(2.) Will P.U.C. application be made by? State _____ City _____

(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 41,000
(Federal + State + City)

2. Estimated Cost of Requested Project $ 31,860

3. Date Match Money is Available: July 1, 1971

4. Will there be any 100% City money? No
(Non-participation items)

5. Maximum Amount of 100% City Money: $ None

Footnotes:

T-1-69
(rev. 12-70)

VII. GENERAL INFORMATION

1. **Areawide TOPICS Plan Status:** *Plan will begin with the execution of the 3-way agreement between city/state/consultant that is under preparation, resulting in the Plan completion in 18 months maximum time.*

2. **Existing Conditions Necessitating This Proposed TOPICS Project:**
   1. Accidents point out the need for more sophisticated control
   2. Substandard channelization and pavement markings
   3. Turning restrictions on west approach
   4. No pedestrian protection

3. **This Project Would Accomplish the Following:**
   1. Improve capacity and safety on the FA system, and the side street
   2. Correct the large number of right-angle collisions
   3. Provide pedestrian protection

This application is not complete unless a sketch map showing the location of the project is attached.

The *Forest Grove* City Council on the *10th* day of *May*, 19*71*, adopted Resolution No. *495* or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By *Harry Sherman Jr, City Manager*

By _____

Oregon State Highway Division
Traffic Engineering Section
Accident Analysis

COLLISION DIAGRAM

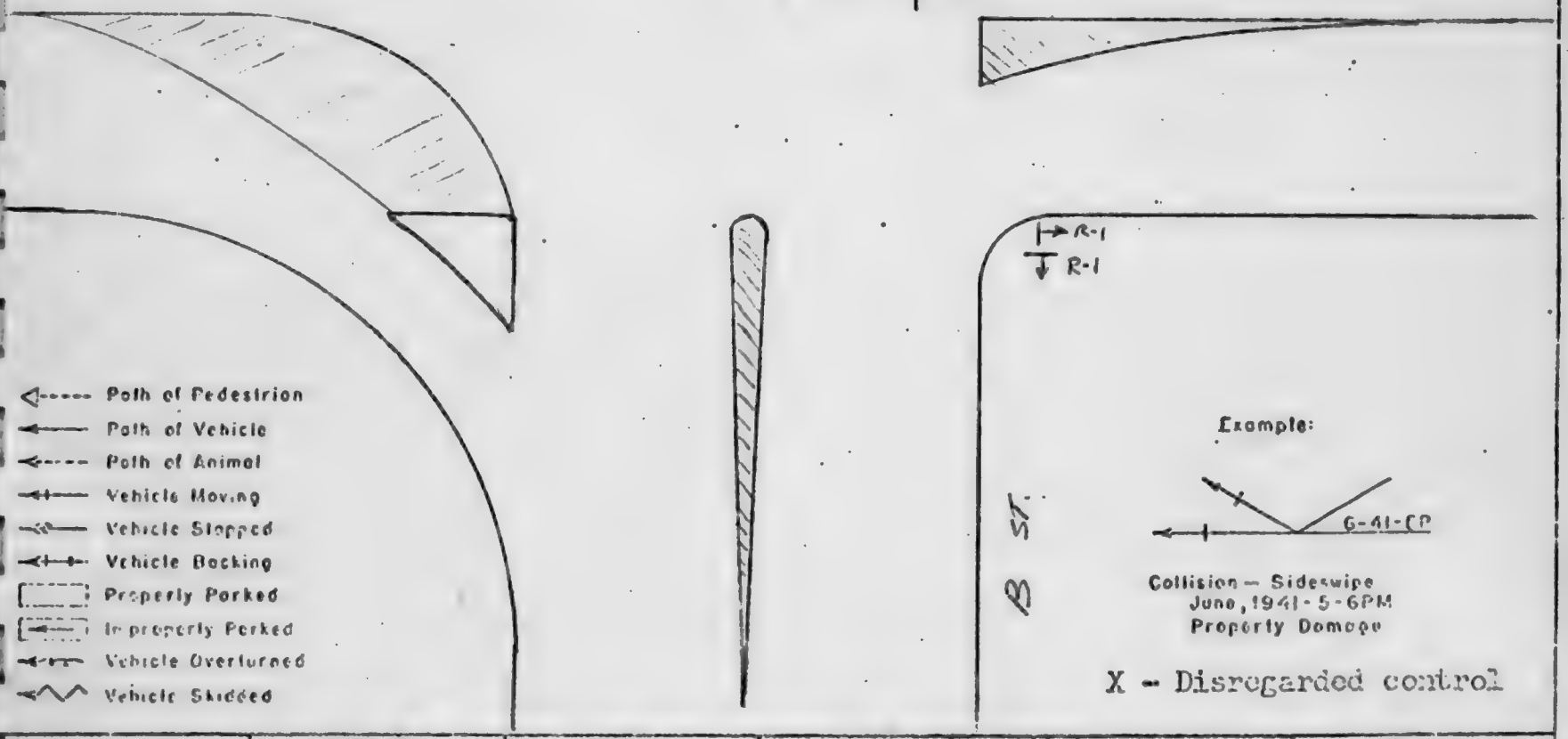
City of FOREST GROVE County WASHINGTON
Intersection of PACIFIC (20th St) and B ST.
Highway Number 29(SR8) & 102 (SR07)
Period Covered 01-68-68 to 12-31-70
Compiled by _____ Drawn by _____ Date _____

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe

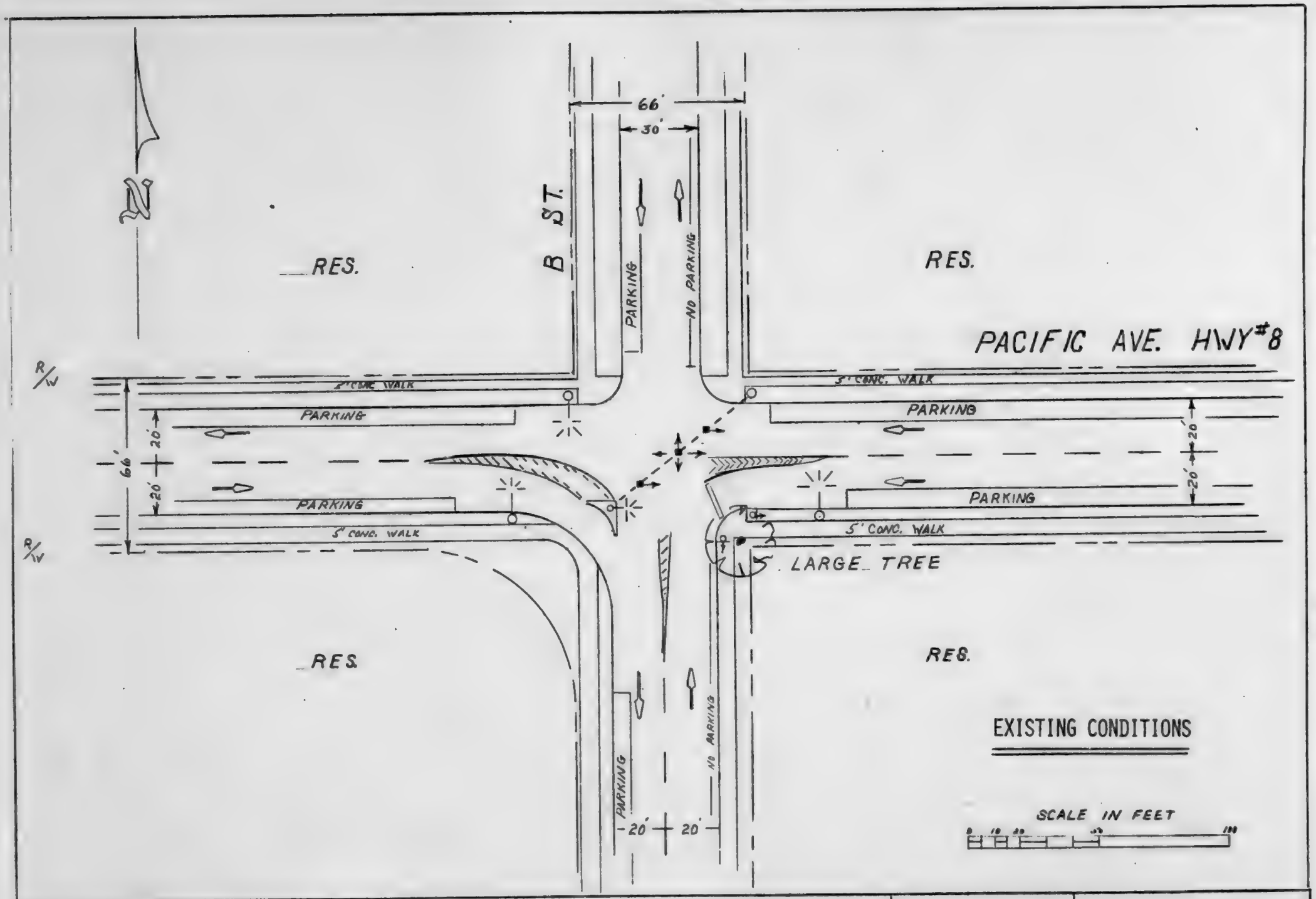
NOTE:
1. 1968 data is incomplete Oregon State Highway Division shows a total of 10 accidents.
2. It is not known if 1970 data complete
3. O.H.D. accident printouts for Wash. County are not available at this time. ("They are on loan to another consultant.")

Indicate North



Collision Type	1968				1969				1970								Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle			8	8			2	2			4	4							14	14
Head-on																				
Rear-end							1	1											1	1
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc																				
TOTAL			8	8			3	3			4	4							15	15

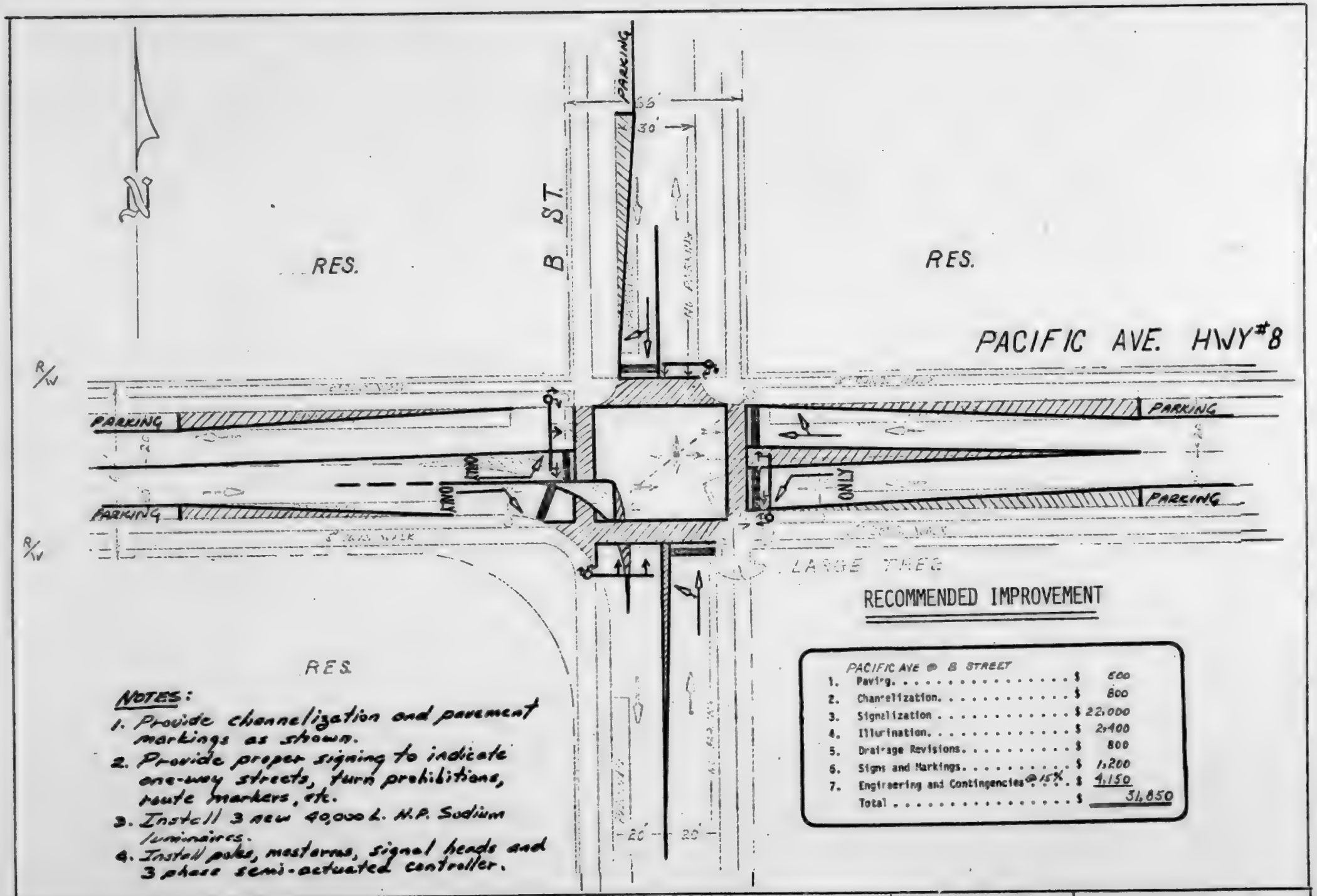
Form L-260—3M—4 65 5/70



EXISTING CONDITIONS

SCALE IN FEET

TOPICS COTTINGHAM & ASSOCIATES *Consulting Traffic Engineers*	PACIFIC AVE (HWY #8) & B ST FOREST GROVE, OREGON	Date: 05-11-71 Drawn by: JP Checked by: RC Scale: As shown	Drawing No. 01 Job No. 23271



NOTES:

1. Provide channelization and pavement markings as shown.
2. Provide proper signing to indicate one-way streets, turn prohibitions, route markers, etc.
3. Install 3 new 40,000 L. M.P. Sodium luminaires.
4. Install poles, mastarms, signal heads and 3 phase semi-actuated controller.

RECOMMENDED IMPROVEMENT

PACIFIC AVE @ B STREET		
1. Paving	$	600
2. Channelization	$	800
3. Signalization	$	22,000
4. Illumination	$	2,400
5. Drainage Revisions	$	800
6. Signs and Markings	$	1,200
7. Engineering and Contingencies @ 15%	$	4,150
Total	$	31,850

TOPICS
COTTINGHAM & ASSOCIATES
Consulting Traffic Engineers

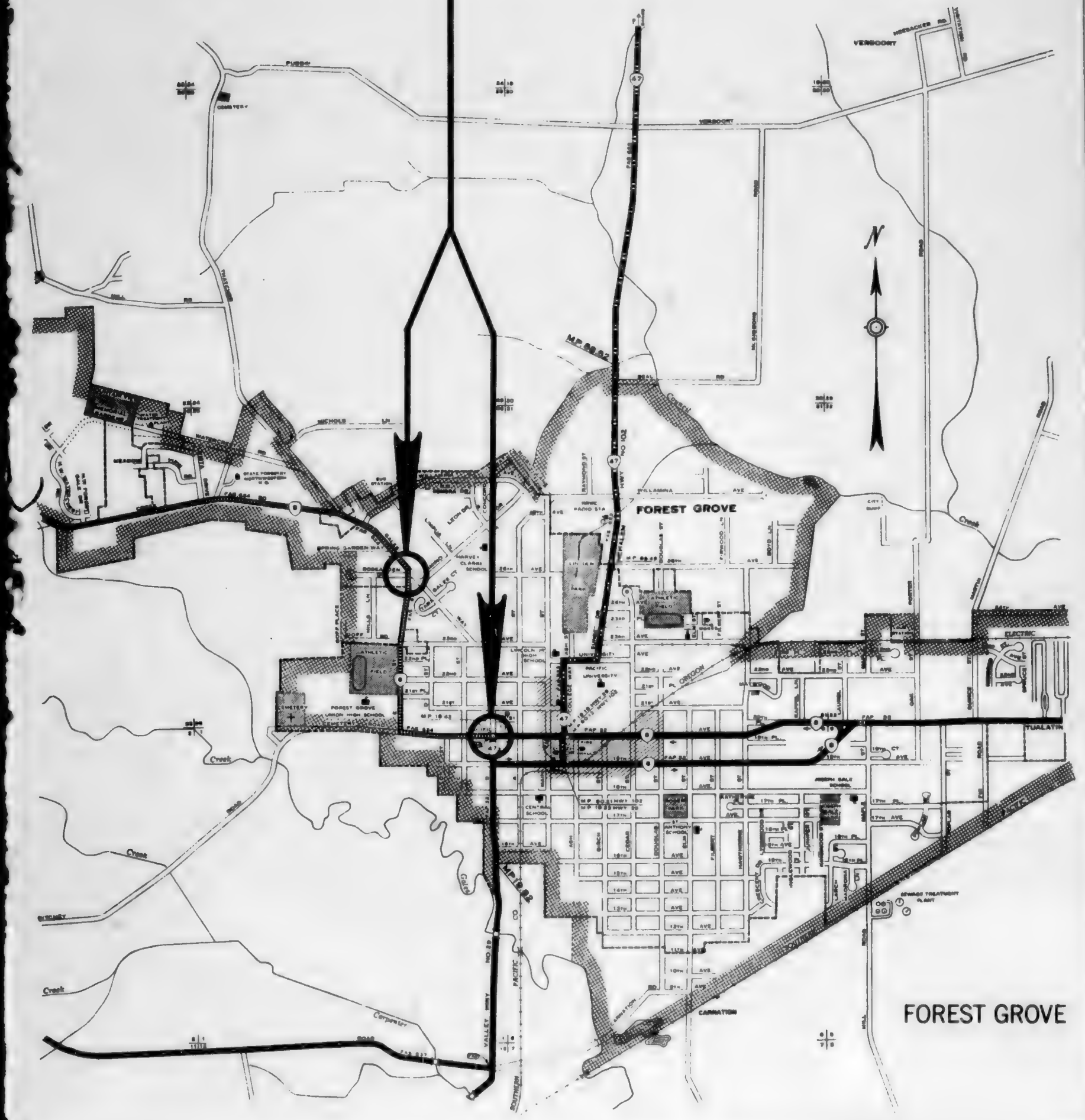
PACIFIC AVE (HWY #8) & B ST

FOREST GROVE, OREGON

Date: 05-11-71
Drawn by: GP
Checked by: KC
Scale: As shown

Drawing No. 01-A
Job No. 23271

PROPOSED TOPICS PROJECT



Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 25, 1972

In reply refer to: 10-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5011(2)-Forest Grove
Gales Creek Road at "E" St. & Pacific Hwy. at "B" St.
Waiver of Public Hearing Requirements

Because the project is exempt from clearinghouse review and approval through working agreements with the State and District 2 Clearinghouse and is not subject to 3C planning requirements and because the environmental statement requirements have been waived with our January 17 memorandum we are now able to waive the public hearing requirements of PPM 20-8 as allowed by Paragraph 3f(4) of PPM 20-18 even though some minor sections of additional right of way are required through permanent slope easements.

1-28-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
JAN 2 1 1972
F

NOTED
R N CHASE

RECEIVED
JAN 28 1972
PROGRAM & PLANNING
DIVISION

1-31-72

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 17, 1972

In reply refer to: 10-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5011(2) City of Forest Grove
Gales Creek Road @ "E" Street & Pacific Ave. @ "B" Street
Waiver of Environmental Statement Requirements

Mr. Bladorn's January 10, 1972 letter requested a waiver of the environmental statement requirements for the subject project under Section 3f(3) of PPM 21-18.

We concur that the environmental impact of this project will be negligible and therefor we approve the waiver of the environmental statement requirements.

1-20-72
REFERRED TO
Young - Silverman
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
JAN 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 20 1972
PROGRAM & PLANNING
DIVISION

NOTED
R.N CHASE
NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

January 10, 1972

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Re: 08-35-EC
TOPICS Project T-5011(2)
Gales Creek Road @ "E" Street
& Pacific Avenue @ "B" Street
City of Forest Grove

Dear Mr. Simpson:

Waiver of environmental statement requirement for the subject project was received on July 23, 1971.

A field location survey indicates that three small parcels of right-of-way are now needed on Gales Creek Road at "E" Street to contain slopes. (See attached map.) This will be handled through the acquisition of permanent slopes easements by the City.

Two ownerships are involved. The easements are of such a minor nature that there will not be any measurable loss or damage to the remaining property.

Therefore, waiver of environmental and hearing requirements for the subject project is requested as provided for by Section 3f(3)&(4) of PPM 21-18 dated May 13, 1971.

Very truly yours,

NOTED
R. D. ASBURRY

George M. Baldwin
Administrator of Highways

By

RICHARD BLADORN

for H. S. Cox
County and City Engineer

RB:ljt
Att.
cc: Tom Edwards
R. L. Schroeder
L. H. Young

RECEIVED
JAN 10 1972
PROGRAM & PLANNING
DIVISION

NOTED
L. H. YOUNG

Form E-123

ENGR. COOR. OE AE UE
UPE CE RE RPE

SALEM, OREGON
January 10, 1972

Mr. Victor D. Wolfe
Locating Engineer
BUILDING

Attn: Mr. P. L. Carstensen

TOPICS Project T-5011(2)
Gales Creek Road @ "E" Street
& Pacific Avenue @ "B" Street
City of Forest Grove

Attached is the survey data for the subject project. This data has been examined and found to be consistant with the project as requested by the City and approved by the Highway Commission.

Also attached are deeds and assessor's plats covering three small parcels needed to contain the slopes. Please have the Right-of-Way Description Section prepare a right-of-way map and necessary descriptions for permanent slope easements.

Forward the descriptions and copies of the right-of-way map to this office for transmittal to the City, as the City will negotiate and purchase.

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

Att.

cc: R. L. Schroeder
L. E. George
F. L. Hall
L. H. Young
L. W. Dalien

TO Richard H. Bladorn DATE 1-7-72

County-City Relations

Submitting Herewith the following Photo-Copies

2-Prints Quarter Section Sheets

Section 36 T1N R4W 36DA & 36DB

1- Photo Copy Deed Bk 368-421

1- " " " Bk. 842-844

1- " " " Bk 495-110

Topics Survey Forest Grove

SIGNED J.W. Cochell Res. Engr.
by F. I. Ryan

PLEASE REPLY HERE

TO DATE

Gales Creek Rd. & "E" St. Intsn.

City Street Forest Grove

Prefix: 34-0605-901

RECEIVED
COUNTY & CITY SECTION
JAN 10 1972
☐ ENGR. ☑ ☐ CE ☐ AE ☐ DE
☐ DPE ☐ CE ☐ RE ☐ RPE ☐

SIGNED

NOTE — INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS, ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
December 23, 1971

SUBJECT: Gales Cr. Rd. at "E" St. and Rosearden Dr. and, Pacific Avenue at "B" St. in Forest Grove
Topics 34-0605

To: Frank Hall
Design Engineer
Salem

Submitted for your approval are the following items, for subject topics location survey, reconstruction of Gales Creek Road at "E" Street and Rosearden Drive, and, Pacific Avenue at "B" Street.

-1 roll	Detail Map 1" = 50' Mylar
-1 roll	Detail Map 1" = 50' Sepia
-1 roll	Cross Sections
-1 book	Cross Sections, Profile, Property ties, Topog, Bk #1
-1 folder	Computation Sheets
-1 copy	Location Narrative Report

For your information, on the Gales Creek Road (FAS 624) at "E" Street (FAS 624) and Rosearden Drive, a minimum standard channelization has been designed so as to try to stay within the present right of way. By using a minimum standard design, we will need additional right of way at the locations shown on the detail map, sepia. The original Topics Project Request did not include the necessity of acquiring additional right of way. Forest Grove City Engineer, Clarence Pace, has been consulted regarding the design submitted this date and he is aware of the need to purchase additional right of way. Mr. Pace gave his blessings on this design shown to him and indicated that the City of Forest Grove will procure the necessary right of way.

Also submitted, please find a reproduction detail map for the proposed traffic signal installation at Pacific Avenue (FAS 624) and "B" Street (FAP 32) intersection in the City of Forest Grove. This map details the existing facilities at this intersection. No attempt has been made to design the signal system or channelization.

L.W. Rulien
Regional Engineer

by
Kerry J. Dayton
Regional Design Engineer

To CC
12-27-71

KJD:sdl
Enclosures
CC: J.W. Cochell

LOCATING ENGINEER'S REPORT
PROPOSED CHANNELIZATION
GALES CREEK RD. - "E" ST. AT ROSEARDEN DR.
TOPICS SURVEY - FOREST GROVE
PREFIX 34-0605

PURPOSE OF SURVEY

This TOPICS survey was made for the purpose of reestablishing the existing alignment, obtaining field data and preliminary preparation of plans for updating the two-lane section between stations -1+50, the northerly end, and 11+00, the southerly end. The total length of the project is 0.24 mile.

The beginning, or northerly terminus, is at station -1+50, which station is approximately 0.1 mile southerly from the Gales Creek Rd. - Kansas City Rd. intersection. The end, or southerly terminus, is at station 11+00, which station is approximately 0.35 mile northerly from Pacific Ave., the main street through Forest Grove. The stationing, bearings, and ties to property corners are all based on the 1951 survey which established this existing two-lane highway center line. The stationing progresses from the northerly end to the southerly end.

VERTICAL ALIGNMENT

Maximum grade is 1.0%.

TYPICAL SECTION

The typical section consists of two 12-foot travel lanes with 4-foot paved shoulders through the 12-foot median area. Two left turn refuges are employed with 10-foot width storage, which design is a minimum.

Standard slopes have planned throughout, except on the right between stations 1+25 to 2+25, where a $1\frac{1}{2}$:1 slope would catch outside of the existing right of way. A slope easement probably could be negotiated by the City of Forest Grove.

DRAINAGE

Station 4+70, right, the 12-inch concrete pipe to be abandoned and replaced in kind, at location shown on the detail. At station 4+38, right, a manhole and inlet to be constructed due to the widening of the existing two-lane facility for a left turn refuge.

ACCESS

Access remains the same except on Gales Way where ingress and egress will be cut off and the moves, as designed, at Rosearden Dr. and "E" St. will be used. This was the topic of my conversation with the City of Forest Grove. We have shown Type 2 barricade at these critical points.

EARTHWORK

There is approximately 1,650 cu.yds. of roadway excavation. The excess material, approximately 1,200 cu.yds., will be the contractor's to dispose of. There is a possibility of a waste area, left, between stations 5+15 to 6+80. This is a swampy area.

RIGHT OF WAY

Additional right of way needed is shown on the Sepia, and is to be acquiredby the City of Forest Grove.

SOILS INVESTIGATION

No soils investigation has been done at this time.

MATERIAL SOURCE

Local Commercial sources are available in the of Forest Grove and Gales Creek.

PROVISIONS FOR TRAFFIC DURING CONSTRUCTION

Traffic must be routed within the ultimate roadway section. Flagging will be required to control traffic.

UTILITIES AFFECTED BY THIS PROJECT

The only utilities companies affected are Portland General Electric and General Telephone Co. They will have poles to move. The City of Forest Grove has a 10-inch water main crossing under the highway at Rosearden Dr.

BASE DESIGN
(Used for estimating quantities, only)

Class "B" Asph. Conc. - 4-inch thickness.
Crushed Stone Base - 14-inch thickness.

COST ESTIMATE

A cost estimate was not worked up on this project. See summary of quantities in folder #1.

#7767

October 18, 1971

City of Forest Grove
City Hall
Forest Grove, Oregon 97116

MISC. CONTRACTS and AGREEMENTS No. 42440

Attention: I. M. Burnett
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering a TOPICS project on Gales Creek Road at "E" Street and on Pacific Avenue at "B" Street in your city.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn
Att.

cc H. S. Cox
(conf. agree. att.)

City of Forest Grove

HARRY SHERMAN, JR., CITY MANAGER
I. M. BURNETT, RECORDER-TREASURER
DAVID G. FROST, ATTORNEY
WM. J. YOUNG, MUNICIPAL JUDGE
JUSTIN GEORGE, FIRE CHIEF
S. R. GREEN, SUPT. CONST. & MAINT.
FRANK HUBBARD, SUPT. LIGHT & POWER
CLARENCE PACE, HEAD OF ENGINEERING
AMOS O. SHAW, CHIEF OF POLICE

1924 COUNCIL STREET
P.O. Box 326
FOREST GROVE, OREGON 97116

October 12, 1971

CITY COUNCIL
ELDEN H. CAIN, MAYOR
WM. G. PATERSON, COUNCIL PRESIDENT
M. GROSS, COUNCILMAN
BILL HANEY, COUNCILMAN
ALDIE HOWARD, COUNCILMAN
GORDON MERRILL, COUNCILMAN
ARTHUR E. SCHAUERMANN, COUNCILMAN

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: Mr. Richard Bladorn
Urban Program Engineer

Re: TOPICS Project %-5011(2)
Gales Creek Road @ "E"
Street & Pacific Avenue
@ "B" Street

Gentlemen:

The Common Council of the City of Forest Grove at their regular council meeting held October 11, 1971 approved the TOPICS Agreement submitted to the City of Forest Grove by the State of Oregon.

Enclosed are three signed copies of the Agreement and a certified copy of the resolution authorizing execution of the TOPICS Agreement.

If we can be of further assistance, please let us know.

Very truly yours,

I. M. Burnett
City Recorder

IMB:jj
Encl.

Wn. Co. News-Times
Forest Grove------10-7

Street work to improve city's safety

Signing of a contract between the City of Forest Grove and the State Highway Department for TOPICS projects of Gales Creek Road and E Street and at B Street and Pacific Avenue will be on the agenda for the regular council meeting Monday, Oct. 11 at City Hall.

The federally-funded traffic safety program proposes to widen E Street to 36 feet to provide a left turn lane at Rosearden Drive and to replace a flashing beacon with a traffic-controlled light at B Street. Pacific Avenue would be channelized at B Street and proper illuminators installed, according to City Manager Harry A. Sherman Jr.

RECEIVED
COUNTY & CITY SECTION
OCT 13 1971
☑ ENGR. ☑ CSOR. ☐ GE ☐ AE ☑ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland 97202
October 1, 1971

To: Mr. James Cochell
Resident Engineer
Tigard

SUBJECT: TOPICS Projects
Region 1

The cities of Forest Grove and St. Helens have applied and received approval for TOPICS Projects. These projects consist of signalization, illumination and some reconstruction for channelization. Attached are Authority for Survey on these two jobs. Please acquaint yourself at an early date with the field data needs, obtain same, and submit. Ron Failmezger is available to review the traffic details.

L. W. Rulien
Regional Engineer

LWR/cr
Attachments
cc Frank Hall
F. B. Crandall
H. S. Cox

RECEIVED
COUNTY & CITY SECTION
OCT - 4 1971
ENGR. GSSR. CE RE RPE UE
UPE

RECEIVED
COUNTY & CITY SECTION
OCT - 4 1971
ENGR. GSSR. CE AE UE
UPE RE RPE

September 23, 1971

Mr. Harry Sherman, Jr.
City Manager
City Hall
Forest Grove, Oregon 97116

Re: TOPICS Project T-5011(2)
Gales Creek Road @ "E" Street and
Pacific Avenue @ "B" Street

Dear Mr. Sherman:

Enclosed are four copies of the agreement covering the subject Federal Aid TOPICS project. This agreement is written in a "blanket form" that is intended to cover all situations under the TOPICS program. Some paragraphs will not pertain in all cases, as other paragraphs will be more appropriate in a particular situation.

Please present the agreement to the City Council, and if approved, have the Council adopt a resolution authorizing the Mayor and Recorder to sign the agreement, then forward three copies of the signed agreement and resolution to this office. Retain the extra copy of the agreement for your information. After certification by the Highway Commission Secretary, a fully executed copy of this agreement will be returned for your records.

The Federal Highway Administration granted program approval of preliminary engineering for this project on September 3, 1971. One of our Resident Engineers will contact you before he undertakes the field work on this project.

We trust the agreement will meet with your approval. If we can be of any assistance, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt
Encl.

cc: L. W. Mulien

RECEIVED
COUNTY & CITY SECTION
SEP 23 1971
ENGR. COOR. CE AE UE
UPE CE RE RPE

TRANSACTION NUMBER 9-6

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 9-3-71

BY (Signature): MR. YOUNG'S AUGUST 25, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 54 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
54	T-5011(2)	0.0	44,000	27,800	GALES CREEK ROAD AT "E" ST. AND PACIFIC AVE. AT "B" STREET (FOREST GROVE)	PRELIMINARY ENGINEERING GRADE, DRAIN, PAVE, SIGN STRIPING, INSTALL TRAFFIC SIGNALS AND ILLUMINATION.

9-3-71

Young 9-13-71

NOTED TOM EDWARDS

AUTED

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

RECEIVED
SEP 1 4 1971
PLANNING & PROGRAMMING

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		9-3-71	for R. E. SIMPSON, DIVISION ENGINEER

Chas

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

cc Copy 9-14-71

GPO 927-954

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

August 25, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one TOPICS Project, Item No. 54, Project No. T-5011(2), "Gales Creek Road at 'E' Street and Pacific Avenue at 'B' Street (Forest Grove) Section", which we desire to have included in the Federal-aid TOPICS Highway Program.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain location/design approval for the project.

We will request further authorization to proceed with preliminary engineering for P.S. and E. preparation as soon as location/design approval is granted.

This project is exempt from State and District 2 Clearinghouses' review under working agreements dated April 28, 1970, and September 18, 1970, respectively.

Public hearings are not required under provisions of paragraph 6c of PPM 20-8.

Environmental statement requirement was waived by FHWA (Division) memorandum dated July 23, 1971, for this project under the provisions of paragraph 3f(3) of PPM 21-18.

The traffic signal work to be accomplished under this project qualifies as safety improvement under PPM 21-16.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosures

MONTHLY TRANSACTION NO. 9-6

DATE SUBMITTED TO W.O. SEP 3 1971

FORM PR-1 (REV. 4-61) 8-25-71

FEDERAL-AID PRO (PPM 21-

CARD 2 | REPORT NUMBER: 1 | PROJECT LOCATION (45 typewriter spaces): SR 8 at Rosearden & "B" St. (Forest Grove) | ADT | PRESENT *: 5,500 / 11,700 | FUTURE *: 10,400 / 22,200 | YEAR: 91

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces): PE, Channel., Illum. & Traf. Sig. | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH Y

CARD 4 | CLASS OF FEDERAL FUNDS: TOPICS | COUNTY NAME | NAME OF URBAN AREA: Forest Grove | ROUTE NO. T PS | FEDERAL-AID 32 & 624

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(1445)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5	10			1	PE	3	SR 8 at Rosearden & "B" St. (Forest Grove)	0.0	2,000	1,200
5					ROW					
5	30			3	CONST (CODE) X631 Safety	3	"Gales Cr. Rd. at E St. & Pac. Ave. at B St. (Forest Grove) Section"		26,000	16,500
	30			3	X008-X630	3		0.0	16,000	10,100
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.0	44,000	27,800
1	14	PROGRAM APPROVAL DATES							(16) (23) (24) (33)	

SEP 3 1971

FHWA OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
SEP 9 1971
☐ ENGR. ☐ C.O.R. ☐ DE ☐ AE ☐
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

*Top ADT entering intersection E St. & Rosearc
Bot. ADT entering intersection B St. & Pacifi

T. Grove

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

-25-71

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT *	FUTURE *	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
t Grove)	ADT	5,500 11,700	10,400 22,200	91	08	Oregon	35	077	54

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
			A-1		T-	5011	(2)		

COUNTY NAME: Washington — CODE: 067

PROGRAM STAGE: [ ] 1 OR [X] 2

ve	ROUTE NO.	FEDERAL-AID	STATE	U.S.
	T PS	32 & 624	29 & Co.	

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
ove)	0.0	2,000	1,200	400	400 (City)	PE all phases; channelization consisting of grade, drain, pave, sign & striping. Inst. traffic signal and illum.
B		26,000	16,500	4,750	4,750 (City)	ROW-66' min.; Access control-none; Park. restrictions-none.
	0.0	16,000	10,100	2,950	2,950 (City)	
CT LS	0.0	44,000	27,800	8,100	8,100 (City)	

RECEIVED
COUNTY & CITY SECTION
SEP 9 1971
☐ ENGR. ☐ GEOM. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

REMARKS

*Top ADT entering intersection E St. & Rosearden
Bot. ADT entering intersection B St. & Pacific

Preliminary Engineering:

Field Work	$1,000
PS&E Prep.	1,000
	$2,000

-OVER-

USCOMM DUSCOMM-DC 48905-P61

GALES CR. RD. AT E ST. & PAC. AVE. AT B ST.
(FOREST GROVE) SECTION
PROJECT NO. T-5011(2)

Existing Facilities: Each intersection as follows:

1. E St. & Rosearden Rd. & Gales Way: No traffic control signal.
   E St. (FAS 624): 22' pave., no curbs, 2 lanes.
   Rosearden Rd.: 36' pave., 2 lanes.
   Gales Way - NW (FAS 624): 22' pave., no curbs, 2 lanes.
   SW: 22' pave., no curbs, 2 lanes.

2. Pacific Ave. & B St.: Flashing beacon.
   Pacific - West (FAS 6[illegible]: 40' curb section, 2 lanes.
   East (FAP 32): 40' curb section, 2 lanes, one-way (W.Bd.)
   B St. - North: 30' curb section, 2 lanes.
   South (FAP 32): 40' curb section, 2 lanes.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.

2. E St. & Rosearden Rd. & Gales Way: Channelization consisting of grade, drain, high-type pavement, signing and striping to accommodate left-turn lane on "E" Street. Install necessary illumination. (Type Code Y008, Est. Cost $8,400 & Type Code Y030, Est. Cost $1,000.)

3. Pacific Ave. & B St.: Install semi-traffic-actuated 3-phase traffic control signal. Channelization consisting of drain, conc. curbs, signing and striping. Install[illegible]cessary[illegible]lumination. (Type Code Y031, Est. Cost $26,000 & Type Code Y00[illegible], Est. Cost $3,800 & Type Code Y030, Est. Cost $2,800.)

NOTE: The proposed signal work (Type Code Y031) at the intersection of Pacific Ave. & "B" Street is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the intersection has a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact the intersection has experienced a high number of accidents. The proposed signals by controlling the flow of traffic will reduce substantially the number of accidents occurring at the intersection.

Additional Righ[illegible]

System Action:

Railroads, Airp[illegible]
None involved.

Relocation Assi[illegible]
is not required.

Clearinghouse A[illegible]
ments dated Apr[illegible]

Public Hearings[illegible]
20-8.

Environmental [illegible]
July 23, 1971.

Control of Util[illegible]
authority to co[illegible]
project. A Sta[illegible]
graph 6d(1) of [illegible]

Data for PR-37:

AT B ST.

ol signal.
nes.
nes.
nes.
.
, one-way (W.Bd.)
.
.
consisting of grade,
accommodate left-turn
(Type Code Y008,
d 3-phase traffic con-
nc. curbs, signing
Code Y031, Est. Cost
de Y030, Est. Cost
the intersection of
Improvement Work"
hway Division that the
zard of such magnitude
the fact the intersec-
he proposed signals by
tially the number of

Additional Right-of-Way: None required.

System Action: Tentative FAP Type II System approved by FHWA, May 25, 1971.

Railroads, Airports, Water Developments, Historical & Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

Clearinghouse Approval: State and District 2 exempt under working agreements dated April 28, 1970 and September 18, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Environmental Impact Statement: Waived by FHWA (Division) memorandum of July 23, 1971.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 80% of project is on FA Primary System.
20% of project is on FA Secondary System.

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING

DATE: July 29, 1971

CITY: Forest Grove SECTION: Gales Creek Road @"E" Street & Pacific Avenue @ "B" Street

PROPOSED WORK: Signal, widening, channelization, & illumination

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	42,000	25,200	8,400	8,400	
P.E.	2,000	1,200	400	400	
		FIELD		P.S.& E. Preparation	

EXISTING FACILITIES:

Gales Creek Road - 22' pavement, no curbs, 2 lanes
"E" Street - 22' pavement, no curbs, 2 lanes
Pacific Avenue - 40' curb to curb, 2 lanes
"B" Street - 30' curb to curb (north), 40' curb to curb (south), 2 lanes

PROJECT DATA:

Widen "E" Street to 36 feet at Rosearden Drive to provide for left-turn refuges.

Replace flashing beacon with traffic-actuated traffic control signal on Pacific Avenue at "B" Street.

Channelize intersections and install necessary illumination.

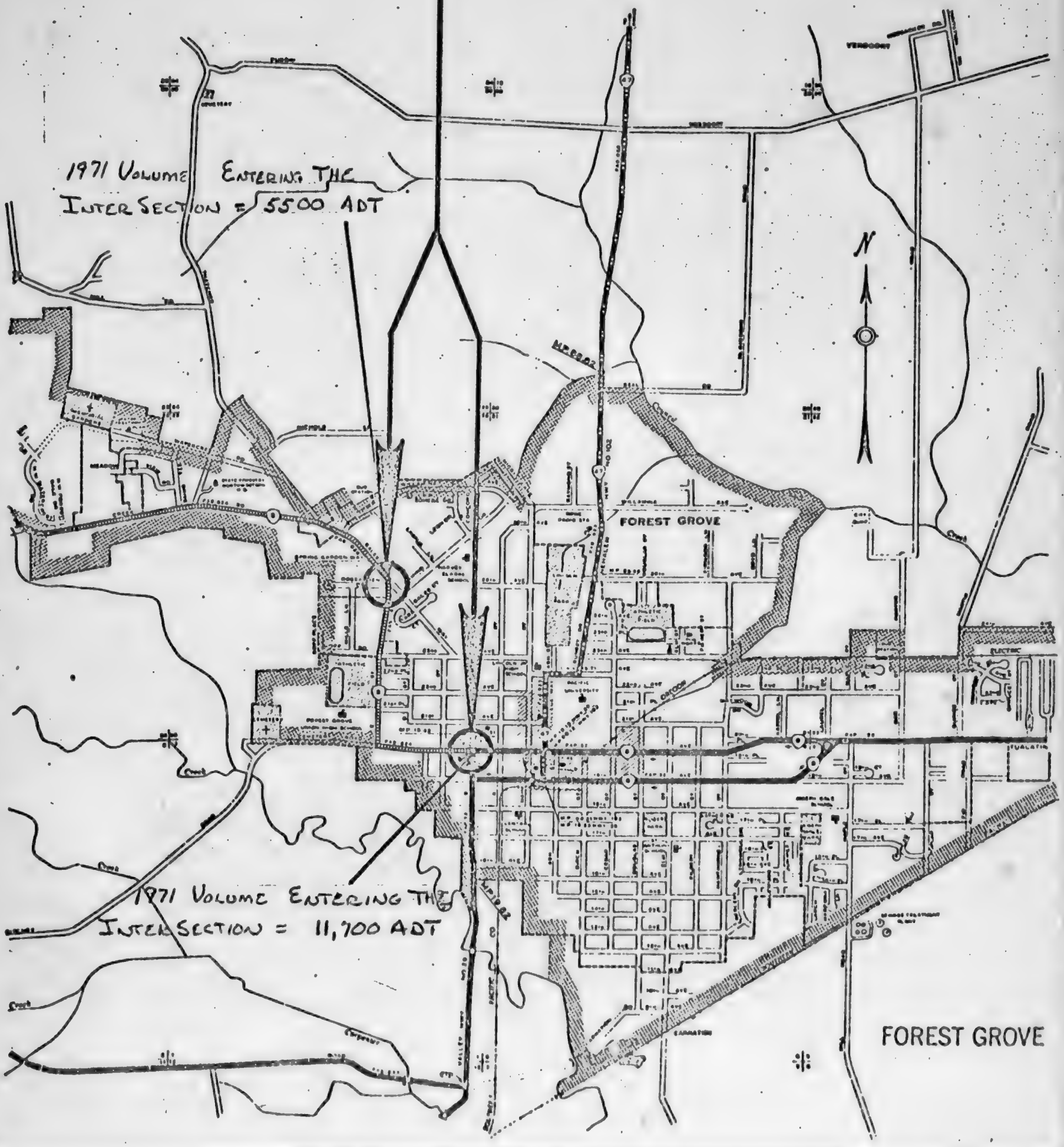
ENVIRONMENTAL STATEMENT: Waived by FHWA July 23, 1971
PROJECT NO.: T-5011( )
ADDITIONAL RIGHT OF WAY: None
SYSTEM ACTION: Type II System approved by FHWA May 25, 1971
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: FAS 624 and FAP 32
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 2 CLEARINGHOUSE APPROVAL: Exempted September 18, 1970
HEARING: None
ACCESS CONTROL: None
PARKING RESTRICTIONS: None

ADT: See enclosed map

Richard Bladorn
Urban Program Engineer
County and City Section

7/6/71

PROPOSED TOPICS PROJECT


1971 VOLUME ENTERING THE INTERSECTION = 5500 ADT
1971 VOLUME ENTERING THE INTERSECTION = 11,700 ADT
FOREST GROVE
FOREST GROVE
N

CITY OF FOREST GROVE
Proposed TOPICS Project

Gales Creek Road (FAS 624) @ "E" Street (FAS 624) and Pacific Avenue (FAS 624 & FAP 32) @ "B" Street (FAP 32) (Forest Grove) Section. Signal, widening, channelization, and illumination, $44,000.

Widen "E" Street to 36 feet at Rosearden Drive to provide for left-turn refuges.

Replace flashing beacon with traffic-actuated traffic control signal on Pacific Avenue at "B" Street.

Channelize intersections and install necessary illumination.

A public hearing will not be required.

71-d
6/3/71

PROPOSED TOPICS PROJECT

Form . -69

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Gales Cr. Rd & E St./Pacific Ave. at "B" St Intersections; Rosearden, etc. (Forest Grove)

Date July 27, 19 71

Highway FAS 624 Topics P.

Authorization No. 1

County Washington Region 1

Survey Prefix 34-0605 (Assigned by Salem office)

Description of termini, route, length, etc.:

Gales Creek Road (FAS 624) @ "E" Street (FAS 624) & Rosearden Drive: Widening to facilitate left turn lanes; channelization; signing and improved illumination.

Pacific Avenue (FAS 624 & FAP 32) @ "B" Street (FAP 32) (Forest Grove) Section: Signalize and install paint and curb channelization, pavement markings. Luminaires and signs to indicate one-way streets, turning movements, and route markers, including pedestrian crosswalks and signals.

RECEIVED
COUNTY & CITY SECTION
SEP 13 1971
ENGR. C.JR. L.A. AE UE
UPE CE RE RPE

Purpose of survey:

To perform field survey, prepare plans, estimates of cost and specifications. Prepare signalization plans for intersection of Pacific Avenue with "B" St.

Estimate of cost:

Field Survey	901	~~2,000~~	1,500
Plans	905		500
~~Hydraulics~~	907		
Soils	910	~~100~~	400
Traffic	911		800
Utilities	914	~~100~~	400
Specifications	921		150

T-5011(2)

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 3,750.00

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . . ..

Total all authorizations approved (Salem) . . ..

Requests made by: Gerry J. Taylor Reg. Dist. Engr.
Field Engineer

Recommended for Approval:
Division Engineer

Recommended for Approval: D. L. Hale
Design Construction Engineer

Approved: J. K. Lobe
Ass't State Highway Engineer

SP*52469-734

PROGRAM & PLAN. DIV.
P. E. APP. R. 9-3-71
FED. - AID T STATE
BEN GIFFORD

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 23, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: TOPICS Project T-5011(-)
Gales Creek Road @ "E" Street and
Pacific Avenue @ "B" Street
City of Forest Grove

Mr. Bladorn's July 9 letter requested waiver of the environmental statement requirements for the subject project under Section 3f(3) of PPM 21-18.

We concur that due to the limited nature of work under this project, its impact on the area will be negligible. Therefore the environmental statement requirements for this project are waived.

RECEIVED
COUNTY & CITY SECTION
JUL 28 1971
ENGR. COOR. CE RE UE
UPE CE RE RPE

NOTED
TOM EDWARDS

NOTE
F. B. KLEIN

7-28-71
CC: CHASE
Tebeau

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

cc: R. L. Porter
F. B. Klaboe
L. H. Young

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

July 9, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97308

Re: TOPICS Project T-5011( )
Gales Creek Road @ "E" Street and
Pacific Avenue @ "B" Street
City of Forest Grove

Dear Mr. Simpson:

Waiver of environmental statement for the subject project is requested as provided for by Section 3f(3) of PPM 21-18 dated May 13, 1971.

This project involves the widening, channelization and illumination of the intersection of Gales Creek Road and "E" Street and the replacement of the traffic signal, including channelization and illumination at the intersection of Pacific Avenue @ "B" Street.

Motorists entering town along Gales Creek Road tend to continue straight through the intersection at "E" Street onto Gales Way, which is a narrow residential type street, instead of following the highway south on "E" Street. This causes confusion and many accidents and near accidents. Channelization and illumination will make this a much safer intersection.

The present signalization on Pacific Avenue at "B" Street is a flashing beacon. Traffic studies indicate that a more sophisticated signal is required to provide a safer, smoother flow of traffic.

All work will be accomplished within the existing right-of-way. There will not be any change in access or parking nor will there be any trees involved in the widening.

Due to the limited nature of this project, its social, economic and environmental impact on the area will be negligible.

NOTED
R. N. CHASE

NOTED
R. D. ASBURRY

Very truly yours,

R. L. Porter
State Highway Engineer

By Richard Blackburn
for H. S. Cox
County and City Engineer

RECEIVED
JUL 12 1971
PROGRAM & PLANNING
DIVISION

Form E-123

RB:lat

ENGR. ✓ OPER. ✓ CE ✓ RE ✓ UE
✓ MPE ✓ GE ✓ RE ✓ RPE

June 22, 1971

Mr. Harry Sherman, Jr.
City Manager
City Hall
Forest Grove, Oregon 97116

Dear Mr. Sherman:

The State Highway Commission today approved your requests for TOPICS projects on Gales Creek Road at "E" Street and Pacific Avenue at "B" Street and for the development of an Areawide TOPICS Plan by a consultant.

Attached for your information are summaries of these projects.

As soon as programming with the Federal Highway Administration is completed, we will prepare and forward to you agreements to cover the job particulars.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard H. Bladorn
Urban Program Engineer

RHB:lat
Att.
bc F. B. Crandall
L. W. Rulien

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1971

To: H. S. Cox
County & City Engineer

B U I L D I N G

Attention: Dick Unrein

SUBJECT:
TOPICS Project Request
City of Forest Grove

Returned herewith is the City of Forest Grove's request for a TOPICS Project involving three intersections.

All of these projects appear to be in order and are worthy projects. Approval is recommended.

This is the first of the projects submitted by Cottingham & Associates. It is noted that there is very little documentation as to the need for improvement. No quarrel is raised with this at the present time, because it is realized that time is of the essence in order to meet present funds committed. However, in the future, it is believed that traffic data should be submitted with any intersectional project.

Mention might also be made concerning the plans and what appears to be proposed diagonal striping in the crosswalks. This type of striping generally is not approved. There is a good possibility that the paint would become quite slippery in wet weather and would constitute a hazard to pedestrians.

L. E. George
Operations Engineer

VPJ:pb

6-X-4-71
OK with Wally Bryant. LEG.

RECEIVED
COUNTY & CITY SECTION
JUN 1 - 1971
ENGR. COOR. CE AE UE
UPE CE RE RPE

SP 52478-734

City of Forest Grove

HARRY SHERMAN, JR., CITY MANAGER
I. M. BURNETT, RECORDER-TREASURER
DAVID G. FROST, ATTORNEY
WM. J. YOUNG, MUNICIPAL JUDGE
JUSTIN GEORGE, FIRE CHIEF
S. R. GREEN, SUPT. CONST. & MAINT.
FRANK HUBBARD, SUPT. LIGHT & POWER
CLARENCE PACE, HEAD OF ENGINEERING
AMOS O. SHAW, CHIEF OF POLICE

1924 COUNCIL STREET
P.O. BOX 326
FOREST GROVE, OREGON 97116

May 18, 1971

CITY COUNCIL
ELDEN H. CAIN, MAYOR
WM. G. PATERSON, COUNCIL PRESIDENT
M. GROSS, COUNCILMAN
BILL HANEY, COUNCILMAN
ALDIE HOWARD, COUNCILMAN
GORDON MERRILL, COUNCILMAN
ARTHUR E. SCHAUERMANN, COUNCILMAN

Dick Unrein
Department of Transportation
Highway Division
County-City Section
405 State Highway Building
Salem, Oregon 97310

Dear Dick:

With reference to the TOPICS projects requested in the City of Forest Grove's project request submission, dated May 17, 1971, it is anticipated that said projects will receive a high priority rating in the Areawide TOPICS Plan.

Should the total available funds be over-subscribed, the order of priority is as follows:

1. Gales Way at Rosearden Drive
2. Pacific and "B" Street
3. University Ave. at Sunset Drive

We appreciate your working with us on this project.

Very truly yours,

Clarence Pace
Acting City Engineer

CP:db

RECEIVED
COUNTY & CITY SECTION
MAY 19 1971
ENGR. C.CH. UE
OPE OE ME RPE

PROPOSED TOPICS PROJECT

City of Forest Grove

HARRY SHERMAN, JR., CITY MANAGER
I. M. BURNETT, RECORDER-TREASURER
DAVID G. FROST, ATTORNEY
WM. J. YOUNG, MUNICIPAL JUDGE
JUSTIN GEORGE, FIRE CHIEF
S. R. GREEN, SUPT. CONST. & MAINT.
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FOREST GROVE, OREGON 97116

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ALDIE HOWARD, COUNCILMAN
GORDON MERRILL, COUNCILMAN
ARTHUR E. SCHAUERMANN, COUNCILMAN

May 17, 1971

State of Oregon
Department of Transportation
Highway Division
County-City Section
405 State Highway Building
Salem, Oregon 97310

Attention: Richard Unrein

Subject: City of Forest Grove Topics program; projects requests.

Dear Sir:

Enclosed are six (6) copies each of the Topics projects requests and preliminary cost estimate for the tentative Type II system of roads and streets which has been approved by Resolution No. 495, dated May 10, 1971, and for the following intersection improvements.

1. Gales Way at Rosearden Drive
2. Pacific Ave. at "B" Street.
3. University Ave. at Sunset Drive.

We trust that early attention will be given to this submittal, in order that Topics funds for our city will be fully obligated for fiscal year 1970-71.

Very truly yours,

Harry Sherman

HS:db

Harry Sherman, Jr.
City Manager

RECEIVED
COUNTY & CITY SECTION
MAY 18 1971
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☒ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

7768 Heppner (Gale St.) Sec. 1972
(Grading and oiling)

CYA 4151 J-10-71

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF HEPPNER

CITY HALL

HEPPNER, OREGON 97396

Attention of Mrs. Elaine S. George, Recorder

Request No. (assigned by staff engineer or head of division) cc 1352

Date March 20, 1973

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Special City Allotment project on Gale Street.

Contract No. 7768

Covered by agreement dated February 9, 1971.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Advance deposit by City		$6,540.00
		As per attached statement:		
		Final cost	31,123.66	
		State's agreed share	25,000.00	
		City's agreed share		6,123.66
		REFUND DUE CITY		$ 416.34

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $6,540.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
325-1450-295 - $ 481.65
325-1706-295 - 5,642.01

Submitted by: Gary E. Zehner

Approved:

Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

72

Date March 20, 1973

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1971

Contract # 7768 Prefix 325-1706 Survey Prefix 325-1450

Street Gale Street

City Heppner

*Payments to Contractor (see attached voucher)	$ 24,414.15
Engineering and Contingencies	6,227.86
Survey: Total $ 2,616.22 Prorated Share ..... **	481.65
TOTAL	31,123.66
Agreed State Share	25,000.00
***Agreed City Share	6,123.66
City Advance Deposit	6,540.00
REFUND DUE CITY	$ 416.34

*Includes interest in the amount of $2.03

**Construction costs over $25,000 = $\frac{5,642.01}{30,642,01}$ x 2,616.22 = $481.65

***Includes cost of concrete curbs

Reference: Outside Billing cc 1352

(72)

RH

RECEIVED
NOV 1 - 1972
INC

7768

November 10, 1972

United States Fidelity & Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

On November 8, 1972, we wrote to you concerning release of final payment on Contract No. 7768 awarded to L. V. Vail Co., Inc., for work on Gale Street in Heppner in Morrow County.

Final payment on this contract is $1,222.64 and the total contract amount is $24,414.15. No work was performed under force account.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc L. V. Vail Co., Inc.
P. O. Box 847
Pasco, Washington 99301

bc C. T. Kenney
Walt Hart
W. L. Mosser (Accounting)
Wendell Schwartz

RECEIVED
NOV 10 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 7, 1972

7768 TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract 7768, Work Completed September 5, 1972 Sept. 22, 1972 called Vince Gallagher & work was completed on Sept. 22, 1972. dw.

Project Heppner (Gale Street)

Highway City Street County Morrow

Type of Work Grading and Oiling

Contractor L. W. Vail Co., Inc.

Recommended Acceptance Date November 3, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 12, 1972 for your formal concurrence.

cc C. W. Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

Surety letter written 11-8-72 dw

NOTED
C. W. HEAD

OREGON STATE HIGHWAY DIVISION 11/07/72 **PROGRESS ESTIMATE**

SECTION HEPPNER (MAIN STREET) COUNTY MORROW AWARDED 08

HIGHWAY (11) STREET A) 60 CWD

SPECIFIED COMPLETION B) EXTENSION

C)

TYPE WORK GRADING AND OILING CONTRACTOR L K VAIL CO, INC

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	GENERAL EXCAVATION LUMP SUM	4000000	100000	460000	100000	400000
002	GRID ROLLED AGGREGATE SUBBASE CU YDS	32500	1400000	455000	1343000	436475
003	3/4-INCH D AGGREGATE BASE CU YDS	46200	220000	116490	262000	121030
004	AGGREGATES IN ASPHALT MACADAM CU YDS	140000	175000	210000	190000	228000
005	200-300 ASPHALT I. ASPHALT MACADAMIZ	920000	11000	104200	11390	108205
006	MC-2 ASPHALT MACADAM TON	1000000	7000	70000	6190	61900
007	3/4-INCH D AGGREGATE IN PRIME COAT CU YDS	140000	5000	7000	5700	7980
008	MC-250 ASPHALT IN PRIME COAT TON	780000	5000	39000	4090	31902
009	12-INCH SEWER PIPE LIN FT	35000	330000	209000	330000	192500
010	CONCRETE INLETS TYPE G-1 ONLY	1750000	12000	210000	12000	210000
011	CONCRETE CURBS LIN FT	25000	2400000	600000	2220800	555200

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01 FORM E-498 (REV. 5-69)

AWARDED 06 27 72 F.A.P. CONTRACT NO. 7768 WORK DONE TO:

CWD

EXTENSION APPROVED PREFIX 329 1746

A) 60 CWD

USED B) ESTIMATE NO. 004 ESTIMATED DATE OF COMPLETION:

C) FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 09/22/72		TO COMPLETE 09/22/72		GROUP PORN	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	400000	100000	400000			9N		
1343000	436472	1343000	436472			9N		
262000	121930	262000	121930			9N		
190000	228000	190000	228000			9N		
11390	108205	11390	108205			9N		
6190	61900	6190	61900			9N		
32000	35200	32000	35200			9N		
4090	31902	4090	31902			9N		
350000	192500	350000	192500			9N		
12000	210000	12000	210000			9N		
2220000	555200	2220000	555200			9N		

OREGON STATE HIGHWAY DIVISION 11/17/72 **PROGRESS ESTIMATE**

SECTION HEPPNER (GALE STREET) COUNTY MORROW AWARDED 06 2

HIGHWAY CITY STREET A) 90 CWD

SPECIFIED COMPLETION B) EXTENSION

C)

TYPE WORK GRADING AND OILING CONTRACTOR L W VAIL CO. INC

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	C
	TOTALS FOR ORIG. CONTRACT			2631250		2441212	
	PRICE AGREEMENTS						
30101	DOC NEGOT CONTRACT						
	SUB-TOTAL F. A.						
	TOTALS ALL EXCEPT F.A.					2441212	
	FORCE ACCOUNTS						
801	FLAGGING 94001						
	SUB-TOTAL F. A.						
	* TOTAL PAY COSTS			2631250		2441212	
	ADD. ANTICIP. ITEMS						
94001	FLAGGING 2* 1			29600			
96999	CONTINGENCIES			119231			
99999	ENGINEERING			269429		54978	
						Engr. 22%	

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02 FORM E-498 (REV. 8-69)

AWARDED 06 27 72 F.A.P.

CWD

EXTENSION

CONTRACT NO. 7768 WORK DONE TO:

PREFIX 329 1706

APPROVED

A) 60 CWD

USED B)

C)

ESTIMATE NO. 004

FINAL

ESTIMATED DATE OF COMPLETION:

CO, INC

CORRECTED ESTIMATE		PERFORMED TO DATE 09/22/72		TO COMPLETE 09/22/72		GROUP PORN	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	2441212		2441212					
						9N		
	2441212		2441212					
						9N		
	2441212		2441212					
						9N		
	503780		932224		6990			

Engr. 22%

OREGON STATE HIGHWAY DIVISION

PROGRESS ESTIMATE

SECTION

COUNTY

AWARDED

A)

HIGHWAY

SPECIFIED COMPLETION B)

EXTENSION

C)

TYPE WORK

CONTRACTOR

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	C

PROGRESS ESTIMATE AND COST REPORT

PAGE NO.

FORM E-498 (REV. 5-69)

AWARDED

F.A.P.

CONTRACT NO.

WORK DONE TO:

EXTENSION

APPROVED
A)
USED B)
C)

PREFIX

ESTIMATE NO.

ESTIMATED DATE OF COMPLETION:

CORRECTED ESTIMATE		PERFORMED TO DATE		TO COMPLETE		GROUP POR N	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	2900200		2973440		6760			

DIVISION ENGINEER ---------- DATE ----------

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM A 20 (REV. 6-63)

COUNTY: MORROW | CONTRACT NO.: 7768 | ESTIMATE NO.: 4

HIGHWAY: CITY STREET | FEDERAL AID PROJECT NO.:

SECTION: HEPPNER (GALE STREET)

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DA
001	9N GENERAL EXCAVATION		LUMP SUM	4600.0000	100.
002	9N GRID ROLLED AGGREGATE	SUBBASE	CU YDS	3.2500	1,343.
003	9N 3/4-INCH 0 AGGREGATE	BASE	CU YDS	4.0500	262.
004	9N AGGREGATES IN ASPHALT	MACADAM	CU YDS	12.0000	190.
005	9N 200-300 ASPHALT IN	ASPHALT MACADAM	TON	90.0000	11.
006	9N RS-2 ASPHALT MACADAM		TON	100.0000	0.
007	9N 3/4-INCH 0 AGGREGATE IN	PRIME COAT	CU YDS	11.0000	32.
008	9N MC-250 ASPHALT IN PRIME	COAT	TON	70.0000	4.
009	9N 12-INCH SEWER PIPE		LIN FT	3.0000	350.
010	9N CONCRETE INLETS TYPE G-1		ONLY	175.0000	12.
011	9N CONCRETE CURBS		LIN FT	2.0000	2,220.

	TOTAL CONTRACT ITEMS
7768	% RETAINED ON CONTRACT ITEMS
	FORCE ACCOUNT
	TOTAL PAYMENT

Estimate 1668 (Final Quantities)
Submitted Date 10-30-72
Interest Starts 11/30/72
Vance
11/3/72

CONTRACT NO. 7753 | ESTIMATE NO. 4 Final | PERM NO.

FEDERAL AID PROJECT NO.

E STREET)

	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	LUMP SUM	4600.0000	100.000	4600.00	4600.00	
	CU YDS	3.4500	1,343.000	4364.75	4364.75	
	CU YDS	4.5500	262.000	1213.30	1213.30	
	CU YDS	12.0000	190.000	2280.00	2280.00	
DA	TON	90.0000	11.590	1042.05	1042.05	
	TON	100.0000	6.190	619.00	619.00	
	CU YDS	11.0000	32.000	352.00	352.00	
	TON	70.0000	4.590	319.02	319.02	
	LIN FT	5.5000	350.000	1925.00	1925.00	
	ONLY	175.0000	12.000	2100.00	2100.00	
	LIN FT	2.5000	2,220.000	5552.00	5552.00	
	TOTAL CONTRACT ITEMS			24412.12	24412.12	
	% RETAINED ON CONTRACT ITEMS			-	1,220.61	1,220.61
	FORCE ACCOUNT					
	TOTAL PAYMENTS			24,412.12	23,191.51	1,220.61

7768

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Gale Street	WEEK ENDING: 9/29/72
		SECTION PREFIX: 325-1706
	HIGHWAY: City Street	COUNTY: Morrow
NAME OF JOB: Gale Street	KIND OF WORK: Grading and Oiling	
CONTRACTOR: L.W. Vail Co. Inc,	CONTRACT NUMBER: 7768	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 6/27/72	DATE WORK STARTED: July 26, 1972	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 60	CALENDAR DAYS USED: 60
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 30,414.06		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 27,757.81	ENGINEERING AUTHORIZATION $ 2656.25	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 24,414.12	ENGINEERING COST TO DATE $ 5500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1 %	PERCENT OF AUTHORIZATION 207 %	DATE PROJECT WAS COMPLETED: 9/22/72

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.23	.23		.23	
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.23	.23		.23	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	all	2050		200cy/23t	
TOTAL QUANTITIES CORRECTED TO DATE	all	1605		222cy/21.67t	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	all	1605		same	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY	"			

Kensey Bond Walker Johnsen

RECEIVED
OCT 2 1972
CONSTRUCTION SECTION

BEN GIFFORD

Finished Project 9/22/72

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No work Minor Clean-up work
TUESDAY	No work
WEDNESDAY	no work
THURSDAY	No work
FRIDAY	No work
SATURDAY	No work

REMARKS

Semi-Final will be sent next week.

SIGNED _____ LOCATION Hermiston

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

OREGON STATE HIGHWAY DEPARTMENT

SALEM 10, OREGON

DATE:

PAYEE

L. W. Vail Co., Inc.
P. O. Box 847
Pasco, Wash. 99301

REMITTANCE ADVICE
ENCLOSED CHECK PAYS
CLAIM DETAILED BELOW.

			$
Contract No. 7768	Est. 4 Final	to 9/22/72 principle	1,220.61
		Interest	2.03
			1,222.64

sk

125580

TOTAL $

A-80 (REV.) 1966

ACKNOWLEDGEMENT OF RECEIPT OF CHECK
IS NOT REQUIRED

MEMO OF CALL OR VISIT

TO Gz

SECTION | DATE 9-18-72 | TIME 3 30 A.M. P.M.

NAME, ORGANIZATION OF CALLER J Hess

ACTION

☐ TELEPHONED ☐ VISITED OFFICE ☐ RETURNED YOUR CALL

☐ RADIO'D

☐ REQUESTED YOU CALL HIM AT _____ ☐ _____

☐ WILL VISIT OFFICE AGAIN AT _____ A.M. P.M. ON _____

MESSAGE Says Acct'g Dept rec'd this $400.00 yet.

9-19-72 9 a.m. Talked to Jack Cartwright he will follow up and find out progress thru Legion. 10:30 a.m. Jack called back & Region says Utility co. won't Charge City for moving any poles.

SIGNATURE

FORM E-361

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 14, 1972

Mrs. Elaine S. George
City Recorder
City Hall
Heppner, Oregon 97396

Dear Mrs. George:

The semi-annual appropriation of Highway Funds has been tabulated and a warrant in the amount of $8,243.15 will be mailed to you in the next few days. Therefore, we are unable to withhold the $400 (for payment to State for City's share of moving utility poles) as requested by the City.

Instead, would the City please forward a check to this office in the amount of $400 made payable to the Oregon State Highway Commission.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Gary E. Zehren
for H. S. Cox
County and City Engineer

GEZ:lat

bc: A. E. Johnson
R. L. Schroeder
C. T. Keasey
V. E. Skoog
T. W. Litchfield
W. E. Schwartz

REFERRED
V. E. SKOOG, Controller

RECEIVED
AUG 14 1972
HIGHWAY ACCOUNTING DIV.

-> CA

OREGON STATE HIGHWAY DIVISION

P. O. Box 850

La Grande, Oregon 97850

Telephone 963-3177

September 1, 1972

The Honorable William C. Collins
Mayor of Heppner
Heppner, Oregon

Dear Mayor Collins:

This letter is written to confirm our telephone conversation of the other day concerning the improvement of Gale street in the City of Heppner.

Under the current contract the surfacing will be an oil mat from curb to curb, full width, in accordance with the contract plans.

As you know from your discussion with L. C. Johnson, resident engineer on the project, the existing surfacing is somewhat rough and the placement of the oil mat will not eliminate all of the irregularities in the existing surfacing, but we understand that you are aware of this and are willing to proceed on that basis.

Also in our conversation we talked about the possible future improvements to Gale street and if at sometime in the future the City of Heppner does request a special City allotment project for that improvement,

RECEIVED
COUNTY & CITY SECTION
SEP 5 - 1972

consideration certainly should be given to including in the work whatever is necessary to obtain a desirable wearing surface.

Sincerely,

Wendell E. Schwartz
Regional Engineer

By

Alfred Shirley, Jr.
Regional Construction Engineer

ASJ/bv

cc: H. S. Cox
C. T. Keaney
L. C. Johnson

SCA

CITY OF HEPPNER

P. O. Box 756
HEPPNER, OREGON 97836
Telephone 676-9618, Area Code 503

August 28, 1972

Mr. H. S. Cox
County and City Engineer
Highway Building
Salem, Oregon 97310

Re: Gale Street Improvement

Dear Mr. Cox:

The Mayor and members of the Council are concerned to learn from Mr. L. C. Johnson of Hermiston that Gale Street would not be completed according to the original specifications, the suggestion being that it be oiled only down the sides, whereas the city officials understood the entire street would be oiled as a unit.

The City, of course, has no money budgeted or available to do this oiling.

If there is any possible way, the City would appreciate having Gale Street oiled as planned.

Very truly yours

Elaine S. George

(Mrs.) Elaine S. George,
Recorder.

Copy to Mr. Johnson

8-31-72
Don & I Discussed with C.T. Keasey. Region will handle, appears to be misunderstanding on City's part.
D.E.J.

Called Mrs. George and told her a representative from Region would be in contact and try to clear up misunderstanding in near future.

RECEIVED
COUNTY & CITY SECTION
AUG 30 1972
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☑ UPE ☑ CE ☐ BE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7769

August 25, 1972

Mr. Emerson Hamilton
Hamilton Electric Inc.
P. O. Box 708
Eugene, Oregon 97401

Dear Mr. Hamilton:

We have discussed with our Chief Council the specific form to be used in the assignment of the bonds which you propose to deposit in lieu of retainage on Highway contract #7769. We are advised that this may be in letter form, which would fully identify the bonds which you are depositing; the contract name and number to which they apply, and establishing a termination date of the assignment as of the date the contract is accepted by the State Highway Commission.

In addition, the letter should clearly state that they are being deposited in lieu of contract retainage under authority of ORS #279.575. The letter should be signed by the same officer who signed the contract and identify his official capacity.

Very truly yours,

V. E. Skoog
Controller

By:

D. B. Taylor
Assistant Controller

DBT:kmb

CC: Floyd Query

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

SCA

Mrs. Elaine S. George
City Recorder
City Hall
Happner, Oregon 97336

Dear Mrs. George:

This is in regard to the moving of utility poles on the Gale Street Special City Allotment project. We have been informed that the utility company will not charge the City for adjusting utility poles for this project.

Please disregard our letter of August 14, 1972, in which we requested your check of $400, since this check is not required.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Gary

for H. E. Cox
County and City Engineer

GEZ:ljt

bc: A. E. Johnson
R. L. Schroeder
C. T. Keasey
V. E. Skoog (Attn: John Herr)
T. W. Litchfield
W. E. Schwartz

ENGR. COOR. OE AE UE
UPE CE RE PPE

August 14, 1972

Mrs. Elaine S. George
City Recorder
City Hall
Heppner, Oregon 97396

Dear Mrs. George:

The semi-annual appropriation of Highway Funds has been tabulated and a warrant in the amount of $8,243.15 will be mailed to you in the next few days. Therefore, we are unable to withhold the $400 (for payment to State for City's share of moving utility poles) as requested by the City.

Instead, would the City please forward a check to this office in the amount of $400 made payable to the Oregon State Highway Commission.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Gary

for H. S. Cox
County and City Engineer

GEZ:lat

bc: A. E. Johnson
R. L. Schroeder
C. T. Keasey
V. E. Skoog
T. W. Litchfield
W. E. Schwartz

ENGR. COOR. GE AE UE
UPE CE RE RPE

SCA-71

CITY OF HEPPNER

P. O. Box 756
HEPPNER, OREGON 97836
Phone 676-9618
Area Code 503

August 9, 1972

RECEIVED
COUNTY & CITY SECTION
AUG 11 1972
✓ ENGR. ☐ GEOR. ☐ GE ☐ I.E ☐ UE
✓ UPE ✓ CE ☐ RE ☐ PPE ☐

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

Pursuant to your telephone call on Monday regarding the moving of four utility poles on Gale Street, the Mayor has instructed me to write you to proceed with moving the two which are the City's obligation and to withhold the cost of approximately $400.00 from our next State Street Fund payment.

Very truly yours

(Mrs.) Elaine S. George,
Recorder.

CC: R. L. Schroeder
C. T. Keasey
V. E. Skoog
W. E. Schwartz
Jack Cartwright

RECEIVED
JUL 31 1972
FOR FILING

7768

July 31, 1972

L. W. Vail Company, Inc.
P. O. Box 847
Pasco, Washington 99301

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7768 for work on Cale Street in the City of Heppner in Morrow County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc U. S. Fidelity & Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
L. C. Johnson

S

RECEIVED
JUL 13 1972

7768

July 12, 1972

L. W. Vail Company, Inc.
P. O. Box 847
Pasco, Washington 99301

Gentlemen:

Enclosed are two copies of Contract No. 7768 for work on Cale Street in the City of Heppner in Morrow County.

Our Legal Counsel has advised us that a performance bond must be furnished on this negotiated contract. It is our understanding that our Regional Office in La Grande has contacted you concerning this matter and informed you that the State will pay for the cost of the performance bond.

Please complete the Bond pages in both copies and return to this office. When we have processed these forms, a fully executed copy will be returned to you.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH kl

Enclosures
bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. C. Johnson
W. E. Schwartz
John Bond
Leonard Lindas

RECEIVED
JUN 29 1972
FOR FILING
7768

5

42

6-27-72

June 29, 1972

L. W. Vail Company, Inc.
P. O. Box 847
Pasco, Washington 99301

Contract
7768

Gentlemen:

The State Highway Commission on June 27, 1972, approved a negotiated contract with your company in the amount of $26,312.50 for work on Gale Street in the City of Heppner.

Copies of the contract are being prepared and will be forwarded to you in the near future.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

cc George Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. H. Young
V. E. Skoog
C. T. Keasey
H. S. Cox
W. E. Schwartz
Gary Ross
Gary Sund

RECEIVED
JUN 20 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7768

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 20, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Special City Allotment Project**
City of Heppner
"Gale Street"

The Special City Allotment project on Gale Street in the City of Heppner was advertised for bids three weeks prior to the bid opening on May 25, 1972, and no bids were received.

Subsequently, we have negotiated a contract with L. W. Vail Company, Inc., for the amount of $26,312.50, which is below our engineer's estimate of $27,494.25. L. W. Vail Company, Inc. is the only contractor operating in the Heppner area interested in the project.

The City of Heppner concurs in this matter and advance deposit has been received for the City's share of the project.

We request your concurrence to award the contract. The matter was approved by Chairman Jackson on June 20 and will be on the agenda of the June 27 meeting for your concurrence.

bc: Floyd Query
George Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hanter
R. L. Schroeder
L. H. Young
V. E. Skoog
C. T. Reasey
H. S. Cox
W. E. Schwartz
Gary Ross
Gary Sund
GEZ:ljt cg

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
June 19, 1972

SUBJECT: Special City Allotment Project
City of Heppner
"Gale Street"

To: Mr. R. L. Schroeder
Assistant State Highway Engineer

BUILDING

Attached is a rough draft of a letter to the Highway Commission requesting their approval of award of a negotiated contract to L. W. Vail Company, Inc.

A letter of approval and an advance deposit have been received from the City.

If satisfactory, this should be presented to the Highway Commission for approval at the June 27, 1972 meeting.

Gary E. Zehner

Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

Att.

RECEIVED
JUN 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

SP°52478-734

☑ ENGR. ☑ COOR. ☐ DE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE

June 19, 1972

City of Heppner
City Hall
Heppner, Oregon 97386

Attn: Mrs. Elaine S. George
Recorder

Gentlemen:

We wish to acknowledge receipt of City's check #1641 in the amount of $6,540 as advance deposit on the 1971 Special City Allotment project on Gale Street.

The project is now clear for award to L. W. Vail Company, Inc., subject to Highway Commission approval. — Approved 6-20-72

We appreciate your cooperation in this matter and request you contact this office if any questions arise.

Very truly yours,

George H. Baldwin
Administrator of Highways

By Gary E. Zakova

for H. S. Cox
County and City Engineer

GEZ:ljt

bc: L. H. Young
C. T. Keasey
V. E. Skoog (Attn: John Herr)

Check #1641 rec'd. 6/19/72

By _____

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 14, 1972

Mrs. Elaine S. George
City Recorder
City Hall
Heppner, Oregon 97386

Dear Mrs. George

Contact has been made with C. W. Vail Company, Inc., in an attempt to negotiate a contract for the Gale Street Special City Allotment project.

The anticipated cost of this project based on a quote from the contractor is as follows:

Contractor's quote	$26,312.50
Anticipated additional items:	
Flagging (State share)	250.00
	$26,562.50
Engineering & Contingencies, 14½%	3,851.56
	$30,414.06
Estimated City Share of Preliminary Engineering	534.00
TOTAL	$30,948.06

As the contract cannot be awarded until the City has deposited its share of the estimated cost, which is approximately $6,000 for the curbs and $540 for City share of preliminary engineering, or $6,540, please forward a check to this office in the amount of $6,540 made payable to the Oregon State Highway Commission.

Your earliest consideration of this matter would be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By H. S. Cox
H. S. Cox
County and City Engineer

APPROVED BY:

Mayor William C Sellers

Recorder Elaine S George
June 16, 1972

GEZ:ljt

RECEIVED
COUNTY & CITY SECTION
JUN 1 1972
ENGR. ☑ RE ☑ UE
UPE ☑ CE RE PPE

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 12, 1972

SUBJECT: Heppner (Gale Street)
Morrow County

To:

Mr. C. T. Keasey
Construction Engineer

S A L E M

L. W. Vail Company, the Contractor currently working in the Heppner area, was asked by this office to make quotes on the Heppner (Gale Street) section, a City street project in Morrow County. This is the project on which no bids were received when the project was advertised.

Would you please review the quotations from the Contractor and advise if you wish this office to take any further action.

W. E. Schwartz
Regional Engineer

By

Alfred Shirley, Jr.
Regional Construction Engineer

ASJ/bv
Attachments
cc: H. S. Cox

RECEIVED
COUNTY & CITY SECTION
JUN 14 1972
ENGR. COOR. CE AE UE
UPE CE RE RPE

June 8, 1972

Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Atten: W. E. Schwartz

Gentlemen:

In reference to the project at Heppner entitled Gale Street, we wish to quote the following prices:

ITEM NO.	ITEM	QUANTITY & UNIT	UNIT PRICE	AMOUNT
1.	General Excavation	L/S	4,600.00	$ 4,600.00
2.	Grid Rolled Aggregate Subbase	1800 c.y.	3.25	5,850.00
3.	3/4"0" Aggregate Base	250 c.y.	4.65	1,162.50
4.	Aggregates in Asphalt Moc Adam	175 c.y.	12.00	2,100.00
5.	200-300 Asphalt in Asphalt Macadam	11 ton	95.00	1,045.00
6.	RS-2 Asphalt in Asphalt Macadam	7 ton	100.00	700.00
77.	3/4"-0" Aggregate in Prime Coat	25 c.y.	11.00	275.00
8.	MC-250 Asphalt in Prime Coat	5 ton	78.00	390.00
9.	12" Sewer Pipe	380 l.f.	5.50	2,090.00
10.	Concrete inlets, Type G-1	12 only	175.00	2,100.00
11.	Concrete Curbs	2400 l.f.	2.50	6,000.00
				$ 26,312.50

We also wish to request the consideration of the following alternates:

Alternate #1 - reduce the depth of the Grid-rolled Aggregate Subbase to 10" and substitute 1"-0" crushed aggregate base. This alternate would change bid items 1 & 2 as follows:

1.	General Excavation	L/S	3,000.00	$ 3,000.00
2.	1"-0" Crushed Aggregate Base	995 c.y.	4.60	4,577.00
			New Total	$ 23,439.50

COPY

Alternate #2 - Incorporate the changes listed in Alternate #1. In addition substitute 2" of Cold Mix in lieu of the Macadam Surface. The cold mix would be produced from Class B Asphalt Concrete Aggregate and MC-800 Asphalt. The asphalt percentage would be approximately 6%. Affected items would be as follows:

1.	General Excavation	L/S	@3,000.00	$	3,000.00
2.	1"-0" Crushed Aggregate Base	995 c.y.	@ 4.60		4,577.00
3.	No change				1,162.50
4.	Delete				-0-
5.	Delete				-0-
6.	Delete				-0-
7.	No change				275.00
8.	No change				390.00
9.	No change				2,090.00
10.	No change				2,100.00
11.	No change				6,000.00
12.	Cold Mix in place	700 ton	@ 6.20		4,340.00
13	MC-800 in Cold Mix	42 ton	@ 43.50		1,827.00
				$	25,761.50

Very truly yours,

L. W. VAIL CO., INC.

James W Harmon

James W. Harmon,
Secretary

JWH:vc

COPY

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 May 26, 1972

Mrs. Elaine S. George
City Recorder
City Hall
Heppner, Oregon 97386

7768

Dear Mrs. George:

When the project bids were opened on May 25, 1972, there were no bids received for the Special City Allotment project on Gale Street.

Action has been taken to negotiate a contract with a contractor in the area. We will attempt to keep you advised of the progress in this matter.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Gary E. Zuhner

for H. S. Cox
County and City Engineer

GEZ:ljt

bc: R. L. Schroeder
L. H. Young
C. T. Keasey
W. E. Schwartz

RECEIVED
MAY 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

Section [illegible] 4-13-72

Highway [illegible]

County [illegible]

Kind of Work [illegible]

Project Allotment $ _____

Project Length [illegible]

Completion Time [illegible]
Aug. 2[illegible]

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 27,494.25

Anticipated Additional Items:

Flagging (State Share)	$ 250.00	
Slide Correction		
Railroad Protective Costs (107.24)		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Stage Construction Striping		
Temporary Erosion Control (107.08)		
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		
Install Water Meter		
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Adjust Utilities (105.06)		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages (107.25)		
		$ 250.00

$ 27,744.25

Engr. & Cont. (14½%) 4,022.97

TOTAL $

Credit for _____

Estimated Net Authorization, Construction $ 31,767.17

[illegible] 4-13-72
[illegible] County-City
Called Vic Goshorn, Supt. Hoppe[illegible]
Aggregate is available & City
Has funds available over 25,000
G.E.Z.

Cross Section

	Item	Quantity		
1	General Excavation	All Specified		
2	Crushed Aggregate Subbase	1,500 Cu Yds		
3	3/4"-0 Aggregate Base	250 Cu Yds		
4	Aggregate in Asphalt Macadam	175 Cu Yds		
5	[illegible] Asphalt in Asphalt Macadam	11 Tons	[illegible]	1100 00
6	RS-2 Asphalt in Asphalt Macadam	7 Tons	[illegible]	700 00
7	3/4"-0 Aggregate in Prime Coat	25 Cu Yds	[illegible]	150 00
8	MC-250 Asphalt in Prime Coat	5 Tons	110 00	550 00
9	12-inch Sewer Pipe	380 Lin. Ft	5 50	2122 00
10	Concrete Inlets, Type G-1	12 Only	[illegible]	2400 00
11	Concrete Curbs	2400 Lin. Ft	[illegible]	[illegible] 00

[illegible]

Flagging

250 [illegible]

MEMO TO FILES

January 27, 1972

Re: Footpaths and Bike Trails
SCA Projects
Haines, Heppner, John Day, Chiloquin, Island City, Jefferson, Mt. Angel, North Powder, Sheridan, Sherwood, and Veneta

Footpaths and bike trails will not be established under these projects as per ORS Chapter 366, Section 2, subsection 3(a) which states that "The amount expended by the commission or by a city or county as required or permitted by this section shall never in any one fiscal year be less than one per cent of the total amount of the funds received from the highway fund. However, this subsection does not apply to a city in any year in which the one per cent equals $250 or less."

Gary E. Zehner
Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
V. D. Wolfe
L. H. Young
W. H. Tebeau

3-9-72
Called Elaine George City Recorder re. tentative schedule date of 5-25-72 & 39,000 estimate. She said this was ok.

RECEIVED
COUNTY & CITY SECTION
AUG 9 - 1971
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

MEMO TO THE FILES
August 9, 1971

Let it be remembered that the following 1971 S.C.A. projects must be postponed until the 1972 construction season.

BURNS:

Surface and pave Railroad Avenue from Egan Street to Monroe.

City has not installed storm sewer system nor does it have the ability to furnish approximately $24,000 of City funds.

HEPPNER:

Widen Gale Street to 42' curbed section from Water Street to Center Street. Due to catastrophic cloudburst, City funds were depleted in 1971.

JOHN DAY:

Grade and pave Canton Street from Main Street northerly 600 feet.

Water main installation precluded construction of this project during 1971 season. City also has a right-of-way problem.

At this time no definite suggestion for bid opening can be made. The cities in question will be contacted and a determination will be made as to the best bid opening for each project.

H. S. Cox
County and City Engineer

cc: L. H. Young
C. G. Swenson
B. L. Gifford

SCA

OREGON STATE HIGHWAY DIVISION

RECEIVED
COUNTY & CITY ENGR.
MAY 1 4 1971
[ ] CE [ ] RE [ ] RPE

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 25, 1971

Mrs. Elaine S. George
City Recorder
City Hall
Heppner, Oregon 97836

Dear Mrs. George:

Enclosed are two preliminary sets of plans for the 1971 Special City Allotment project on Gale Street. Please review, and if you approve, return one set with your approval noted thereon.

Your earliest consideration of this matter would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg
Cities Engineer

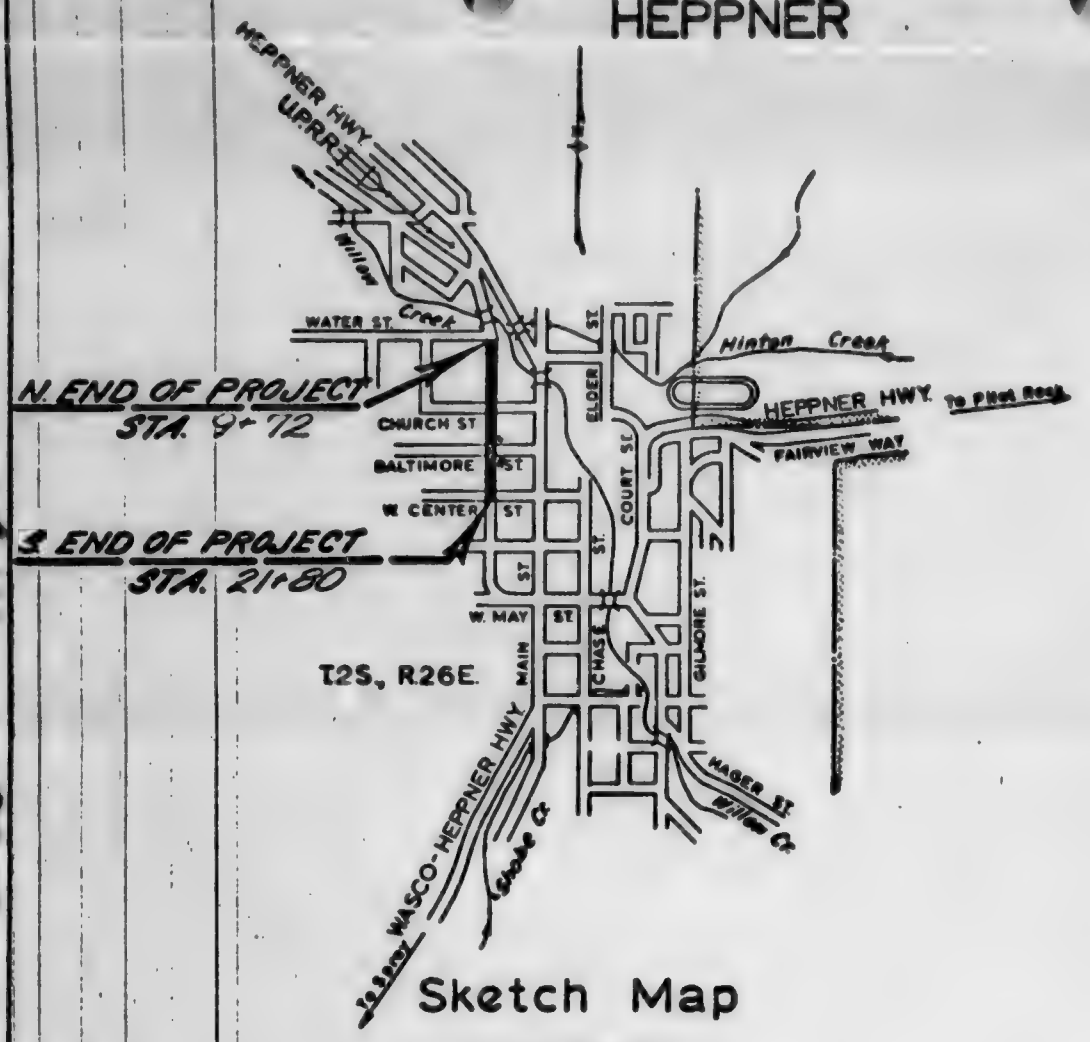
OHN:mm

Encl.

I feel returned herewith.
E.E.

HEPPNER

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Sketch Map, Summary, Typic
2	Plan & Profile



Sketch Map

Scale 0 400 800 1600 Feet

PRELIMINAR
MAY
SUBJECT TO
FINAL DESIG

APPROVED
CITY OF Heppner
BY MAYOR William C Salt
BY RECORDER Elaine S. Bro
DATE June 10, 1971

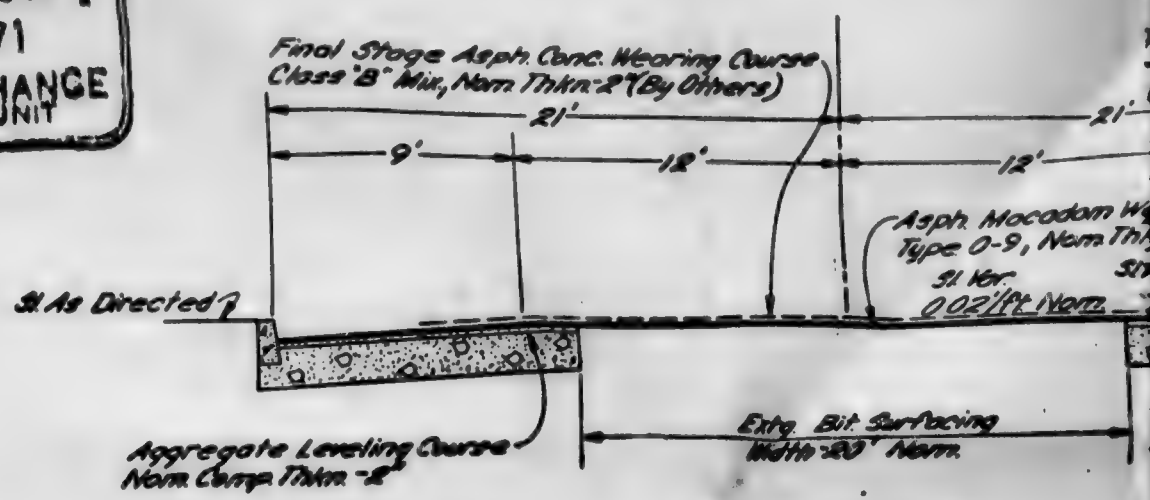
INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Sketch Map, Summary & Typical Section
2	Plan & Profile

Overall Length Of Project Miles

PRELIMINARY COPY
SUBJECT TO CHANGE

PRELIMINARY COPY
MAY 6 1971
SUBJECT TO CHANGE
FINAL DESIGN UNIT

TYPICAL SECTION



APPROVED
CITY OF Hegginer
BY MAYOR William C Sallin
BY RECORDER Elaine S. Dreyer
DATE June 10, 1971

RECEIV
COUNTY & CITY
JUN 14 19
☐ ENGR. ☐ COOR. ☐ CE
☐ UPE ☐ CE ☒ RE ☐

S-1

Overall Length Of Project Miles

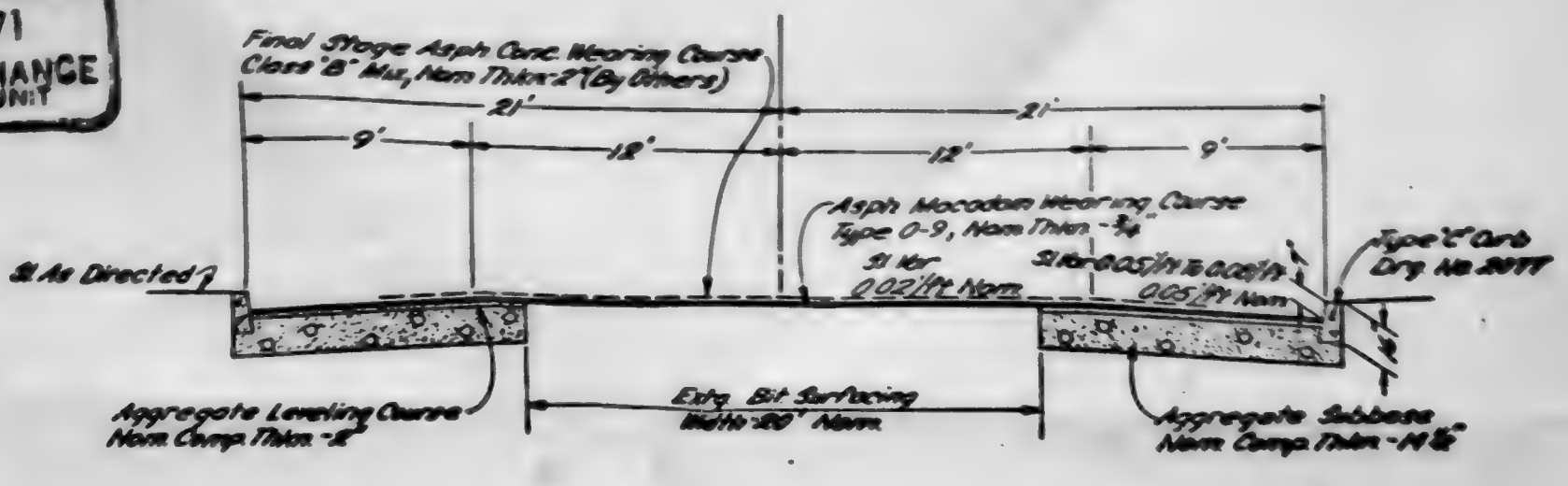
PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON STATE HIGHWAY DEPARTMENT
HEPPNER (GALE STREET) SEC.
CITY STREET

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	DATE	SHEET NO.
8	OREGON	STATE		2

SHEET NO. 1

TYPICAL SECTION



ARY COPY
1971
O CHANGE
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COUNTY & CITY SECTION
JUN 14 1971
☐ ENGR. ☐ ASSR. ☐ CE ☐ RE ☐ U.
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: GALE STREET
Highway: City of Heppner
County: Morrow
Prefix: 325-1450

Res. Engr. L. C. Johnson
Approx. Length 0.22 mi.
Sta. Water St. to Sta. Center St.
Date 5-6-71

Mean Truck A.D.T. 47
Traffic Coefficient 6.4
18 kip s. a. per day 7.7

Annual Precipitation 15"±
Frost Penetration 28"±
CBE Total Requirement 18.5"

(1)

Typical Soil

32 LL
11 PI
89 %P 10
66 %P 200
11 % Gravel
7 % C Sand
16 % F Sand
47 % Silt
19 % Clay
17 R Value
A-6 AASHO Classif.

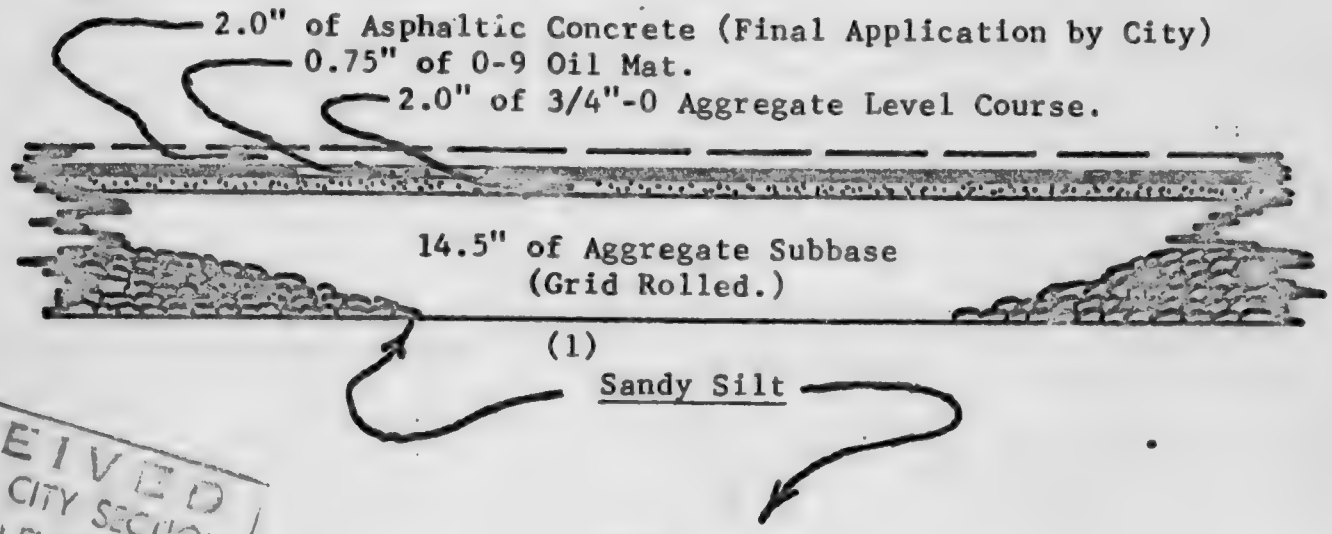
Materials Source:

See remarks on Page 2.

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C. (Final Application)
1.0	0.75	0-9 Oil Mat
2.0	2.0	Aggregate Level
11.5	14.5	Grid Rolled Aggregate Subbase
18.5	19.25	

STRUCTURAL SECTION

NEW WORK


2.0" of Asphaltic Concrete (Final Application by City)
0.75" of 0-9 Oil Mat.
2.0" of 3/4"-0 Aggregate Level Course.
14.5" of Aggregate Subbase
(Grid Rolled.)
(1)
Sandy Silt

over

RECEIVED
COUNTY & CITY SECTION
MAY 17 1971
ENGR. GEOL. CE ME UC
UPE CE RE RPE

Submitted by C. J. Gray
Base Design Engineer

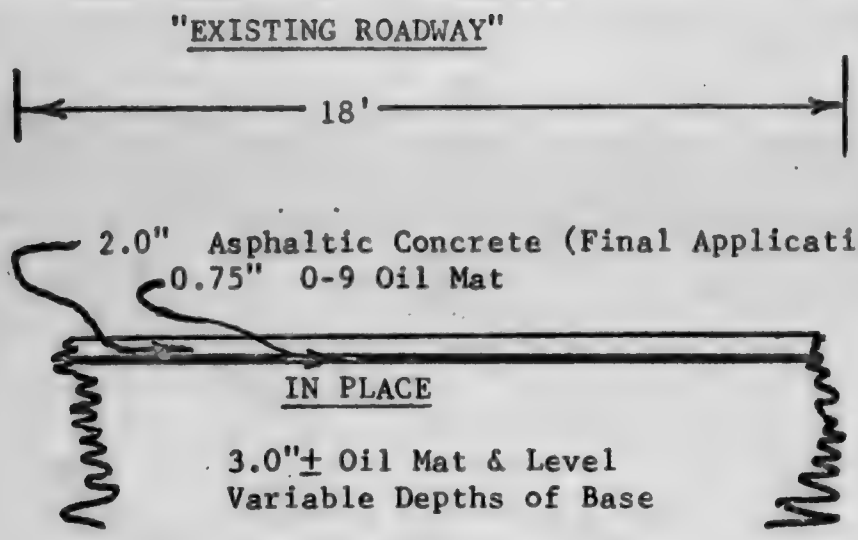
Recommended by W. C. Cantrell
Engineer of Materials and Research

Recommended by W. D. Palmer
Asst Program and Planning Engineer

Approved by B. K. Lobe
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

STRUCTURAL SECTION



CBE Requirement 18.5"

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C. (F.A.)
1.0	0.75	0-9 Oil Mat
	IN PLACE	
	3.0"±	Oil Mat & Level
	Variable Depths	Base Material

STRUCTURAL SECTION

Credit	*Actual Thick.*	*Component*

SECTION: Gale Street

HIGHWAY: City of Heppner

COUNTY: Morrow

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
		NONE			

Remarks:

City of Heppner has 0-9 and Level materials stockpiled 0.5 mi. N. of Gale Street. Aggregate Subbase material is available from a State-owned quarry (I-R-2-799) located L. of M.P. 80.95, Wasco-Heppner Highway.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase Grid Rolled	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Gale Street

HIGHWAY: City of Heppner

COUNTY: Morrow

900 Present ADT (1971)

4 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	25	1.5	38	32	450	14,400
3	10	1.5	15	13	1000	13,000
4	0	---	--	--	1250	--- --
5	1	1.5	2	2	3180	6,360
6	0	---	--	--	2570	-- --
				47	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 33,760

TWENTY YEAR EWL 675,200

TRAFFIC COEFFICIENT 6.4

SECTION: Gale Street

HIGHWAY: City of Heppner

COUNTY: Morrow

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Oil at this time
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.22± mi.) project. Traffic does not warrant the use of P.C.C.

See Item 12.

Heppner
2/19/71

Back up Beginning point 125' to Bridge ?

15+00 Church St Not dug out

18+23 Baltimore St Not dug out

Center St

Bubble type drainage Groshens wanted also

Base design (Groshens thinks 6" sufficient) If the exc is by C.Y. the depth can better be adjusted to fit obstructions etc.

Measurement & Payment is by square yards, However, the amount to pay the City is by cubic yard.

14½" Quarry run = Grid rolled

I think units should be by cy. for

The 2" A.C. future by City would true up the surface

Walk - in Power

1" AC Conc	2"
1" PTGB	1.8
CTB	1.8
Oil Mat	1.8
1" Stone subbase	0.8
1" LTB	0.8

Williamina ←
Powers
Philomath
Lakeview ←
John Day No
Falls City ←
Burns No
~~Umatilla~~

SALEM, OREGON
February 19, 1971

1971 Special City Allotment Project
Gale Street
City of Heppner

Mr. Frank Hall
Design Engineer
BUILDING

Attn: Mr. P. L. Carstensen
Location Office Engineer

The survey data on subject project has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

It was noted on the Quantity Summary and Cost Estimate Sheets that Items 4, 5, and 6 were on the square yard basis. Inasmuch as the City is likely to sell the contractor the crushed materials for Items 5 and 6, it would seem that the measurement and payment on the items using crushed materials should be on a truck measure basis because that was the basis discussed with the City regarding aggregate prices.

In their letter dated October 6, 1970, Vic Groshens, City Supt., mentions that he thinks the storm sewer should extend to Church Street only. He also asked for 200-300 asphalt in Mod. 0-9 instead of 120-150, and the gradation of aggregate may be a little off OSHD specifications.

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer
County and City Section

OHN:ljt

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet _____ of _____ Sheets

Section HEPPNER (GALE STREET) Unit
Highway City Street County Morrow Prefix
Length _____ Designer Hildebrandt Draftsman Date Feb. 16, 1971

Grading and Surfacing Items

	Item	Unit	Net	10% Allow	Gross	Price	Amount
1	Temporary Protection and						
	Direct Traffic	all	100%		100%		700.00
2	General Excavation	cu.yd.	1,311	139	1,450	1.50	2,175.00
3	Trench Excavation	cu.yd.	120	10	130	3.00	390.00
4	Pitrun Base - 14½ inches						
	thick	sq.yd.	2,577	253	2,830	1.65	4,669.50
5	Haul and Place 3/4" - 0						
	Aggregate Base - 2 inches						
	thick	sq.yd.	2,577	253	2,830	0.35	990.50
6	0-9 Oil Mat - 1¼ inches						
	thick	sq.yd.	2,577	253	2,830	1.75	4,952.50
7	12 inches Drain Pipe	lin.ft.	360	40	400	5.00	2,000.00
8	Concrete Inlets, Type G-1	each	12	1	13	175.00	2,275.00
9	Concrete Curbs, Type C	cu.yd.	67	8	75	85.00	6,375.00
	20% Engineering and Contingencies						4,902.50

Total $29,430.00

Form E-49

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

HEPPNER (GALE STREET) PRETTY 325 1450

City of Heppner

ITEM		UNIT	UNIT PRICE	NET TOTAL	ALLOWANCE	GROSS TOTAL	AMOUNT
Temporary Protection& Direction of Traffic		Lump Sum	700.00	All	———	All	700.00
General Excavation,Unclassified		Cu Yd	1.50	1311	139	1450	2175.00
Trench Excavation,Unclassified		Cu Yd	3.00	120	10	130	390.00
Watering		M-Gal	3.00	80	10	90	270.00
Coarse Base,Quarry Run		Cu Yd	2.90	1400	150	1550	4495.00
Fine Base, 3/4 to 0		Cu Yd	5.00	186	14	200	1000.00
MC-250 Asphalt in Prime		Ton	100.00	4	1	5	500.00
Aggregatein Prime		Cu Yd	6.00	21	4	25	150.00
200-300 120 - 150 Asphalt in 0-9		Ton	100.00	4	1	5	500.00
RS-2 Asphalt in Seal		Ton	100.00	3	1	4	400.00
Aggregate in) - 9		Cu Yd	7.50	72	8	80	600.00
Concrete Curb Type "C"		Cu Yd	85.00	67	8	75	6375.00
12" Drain Pipe		Lin Ft	5.00	360	40	400	2000.00
Concrete Inlets G -1		Each	175.00	12	1	13	2275.00
			Sub- Total				21,730.00
			Anticipated Item				
			Flagging				500.00
			Sub - Total				22,230.00
			Engineering & Contingencies 20%				4,446.00
			Total				26,676.00

RECEIVED
FEB 18 1971
FOR FILING
Forest
Prog
Maint - Heppner

February 10, 1971

City of Heppner
City Hall
Heppner, Oregon 97836

MISC. CONTRACTS and
AGREEMENTS No. 4151

Attention: Mrs. Elaine S. George
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement of Gale Street in your city.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

JAN 4 - 1971
Chief
FOR THE
Roy
Simms Stephens

PREFIX NO. 325-1450

12-29-70

LOCATION PROSPECTUS
HEPPNER (GALE STREET) SECTION
CITY STREET - MORROW COUNTY

HIGHWAY: Gale Street not on Federal-aid or State system.

TERMINI: The northerly terminus is at Water Street. The southerly terminus is at Center Street.

LENGTH: 0.22 mile.

PROGRAM: 1971 Special City Allotment.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for surfacing and oiling the outside 11-feet on the existing alignment. Reconnaissance is not necessary. The survey need not be tied to Lambert Grid System. Drainage studies will be made and any problems resolved. Soils investigations will be conducted. An economic analysis is not needed at this time.

TYPICAL SECTION: Two 21-foot travel lanes with curbs.

MATERIALS: To be located and referenced to this project during the survey.

ACCESS: No control.

AGREEMENTS: Routine city agreements for city project.

UTILITIES: Routine utility adjustments may be necessary.

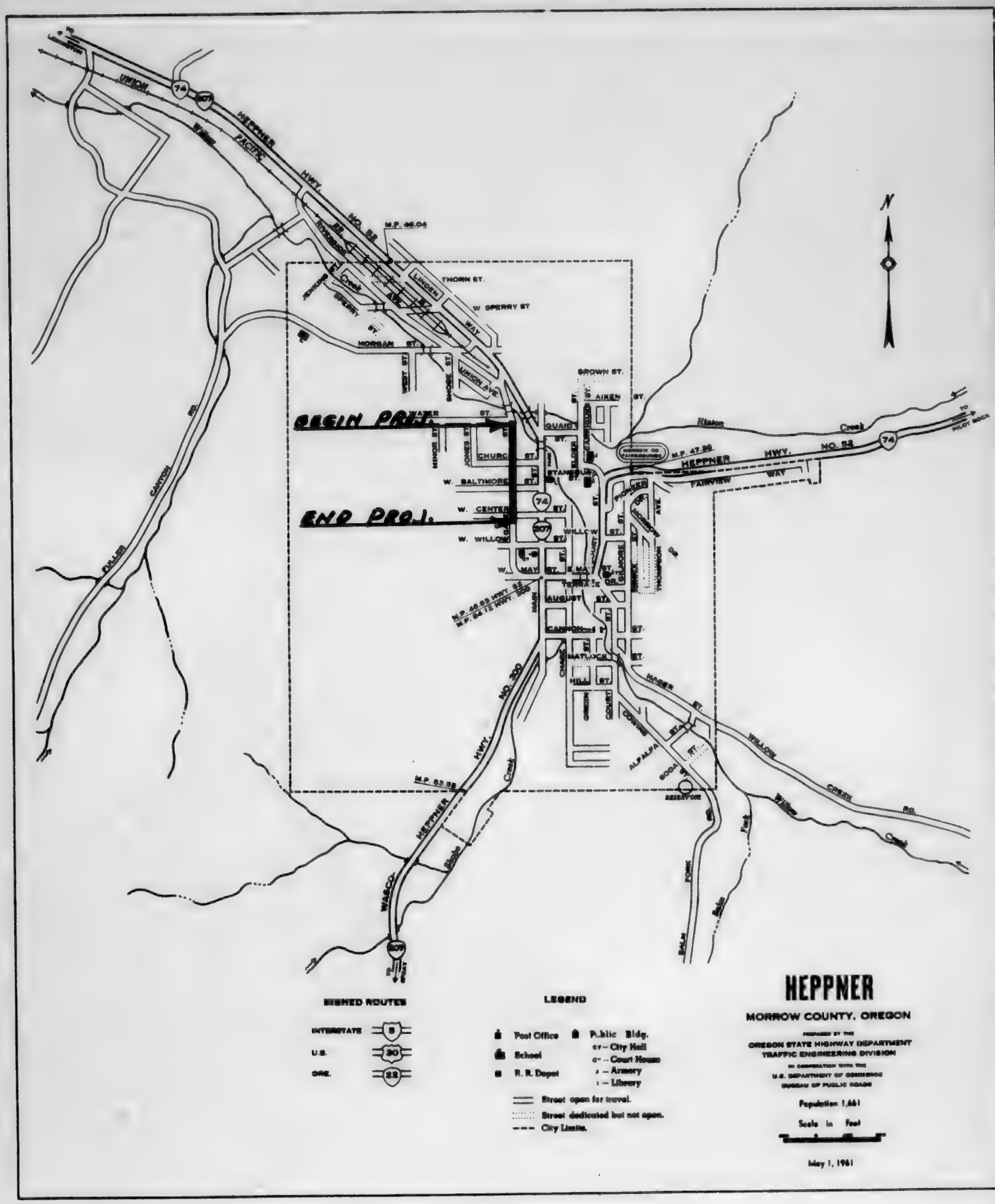
PARKS OR REST AREAS: None affected.

ADD'L FACILITIES: No airports, railroad crossing or major streams affected.

Attachment
December 29, 1970
cc: over

RECEIVED
DEC 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER

cc: H. S. Coulter (4)
R. L. Porter
A. L. Johnson
F. B. Klaboe
V. D. Wolfe
F. L. Hall
F. B. Crandall
G. C. Wills
E. S. Hunter
Ivan Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
Jack Rowland
Robert Royer
W. H. Tebeau
F. E. Terpin
R. H. Stein
F. W. Yarbrough (2)



SIGNED ROUTES

INTERSTATE 8
U.S. 30
ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - cy – City Hall
  - c – Court House
  - a – Armory
  - l – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

HEPPNER

MORROW COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,661

Scale in Feet

May 1, 1961

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section ~~Gale Street (now)~~ HEPPNER (GALE ST.)

Date December 1, 1970

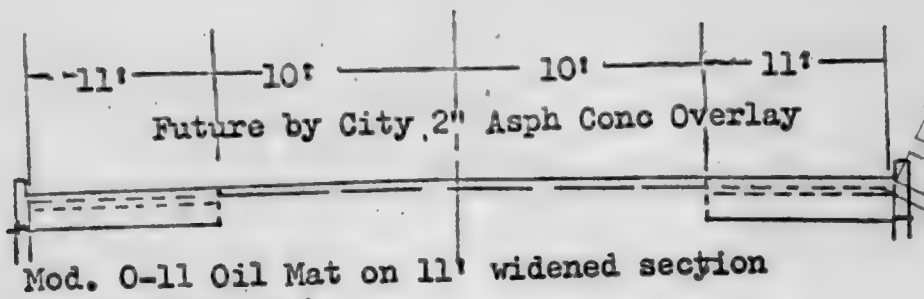
Highway City of Heppner CITY ST.

Authorization No. 1

County Morrow Region 5

Survey Prefix 325-11450 (Assigned by Salem office)

Description of termini, route, length, etc.: Widen Gale Street from Water Street to Center Street, a distance of 0.22 miles.



Mod. O-11 Oil Mat on 11' widened section
2" Lefeling rock
15" quarry run base

TYPICAL SECTION

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COUNTY & CITY SECTION
JAN 7 1971
ENGR. ☐ R/W ☐ CE ☐ AE ☑ UE
UPE ☐ CE ☐ RE ☐ RP ☐

Purpose of survey: Prepare plans, specifacations and estiamte of cost for the wdening of Gale Street, construct O-9 oil mat and make provisions for construction of curbs

Estimate of cost: Survey (901) $ ~~2,550~~ 1685
Geology and soils (910) 300
Final Design (905) 500
~~Utility~~ ~~(914) 500~~
Specifications (921) 150

Special City Allotment

Total estimated cost of survey . . . . . $ ~~4,000.00~~ 2635

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

/s/ L. C. Johnson
Field Engineer

Recommended for Approval:

Division Engineer

Recommended for Approval:

D. Hall
Design Construction Engineer

Approved:

J. K. Kubbe
Ass't State Highway Engineer

SP 53448-264

PROGRAM & PLAN. DIV.

P. E. APPR. .....

FED. - AID ..... STATE S C A BEN [illegible]

RCA-71

10-27-70

Mr. H. S. Cox
County and City Engineer
State Highway Bldg.
Salem, Oregon 97310

Dear Mr. Cox:

The City of Heppner hereby requests the State Highway Division to improve Gale Street between Water Street to Center Street by contract under the Special City Allotment Act, if this street gets Highway Commission approval.

The City of Heppner will do any clearing and grubbing within the construction area.

The City will also install the main sewer line and the required manholes within the limits of the project. In connection with this work, the City will keep time on the equipment and labor used and the amount of materials used in the hope that the State can partly defray part of the cost in so far as this does not exceed the amount available in the $25,000 maximum SCA grant after the costs of the street construction under the contract and construction engineering have been provided for.

The City of Heppner will pay the costs of the concrete curbs, concrete walks and concrete driveways required on the project.

To summarize, the City of Heppner is willing and able to pay all costs of the above project in excess of the $25,000 State share.

Very truly yours,

CITY OF HEPPNER

Mayor William C. Sullens

Recorder Elsie J. George

Date Oct 27, 1970

RECEIVED
COUNTY & CITY SECTION
OCT 28 1970
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Copy to Swenson 5/26/71

ENGR. COOR. OE AE UE
UPE CE RE

October 23, 1970

Mr. W. C. Collins
Mayor of Heppner
P. O. Box 756
Heppner, Oregon 97836

Dear Mayor Collins:

Enclosed herewith is a draft of a suggested letter which more fully enumerates the obligations of both parties than the previous one.

Please consider the suggested letter and if it meets with City's approval, please respond in a similar letter.

Very truly yours,

H. S. Cox
County and City Engineer

By Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:ljt
Encl.

Mr. H. S. Cox
County and City Engineer
State Highway Bldg.
Salem, Oregon 97310

Dear Mr. Cox:

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The City of Heppner will pay the costs of the concrete curbs, concrete walks and concrete driveways required on the project.

To summarize, the City of Heppner is willing and able to pay all costs of the above project in excess of t~ $25,000 State share.

Very truly yours,

CITY OF HEPPNER

Mayor _____

Recorder _____

Date _____

RECEIVED
COUNTY & CITY SECTION
OCT 23 1970
☐ ENGR. ☑ COOR. ☐ BE ☐ AE ☑ UE
☑ HPE ☑ CE ☐ RE ☐ HPE ☐

CITY OF HEPPNER

P. O. Box 756
HEPPNER, OREGON 97836
Telephone 676-9618, Area Code 503

for 70

October 21, 1970

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

The Heppner Common Council authorizes the Oregon State Highway Department to proceed with plans for the proposed Gale Street Project in Heppner, Oregon.

The City accepts responsibility for its share of the obligation on curbs and drains.

Very truly yours

William C Sollens
Mayor

Elaine L Tenge
Recorder

RECEIVED
COUNTY & CITY SECTION
OCT 22 1970
ENGR. COOR. GE AE UE
UPE CE RE RPE

ENGR. ☑ COOR. ☐ DE ☒ AE ☑ UE
☑ RPE ☐ CE ☐ R ☐ RPE ☐

sca-71

October 8, 1970

Mrs. Elaine S. George
City Recorder
P.O. Box 756
Heppner, Oregon 97836

Dear Mrs. George:

It is now planned to submit your proposed project on Gale Street from Water Street to Center Street to the Highway Commission for consideration of construction (1971) under the Special City Allotment Act (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $27,000 for providing a 42-foot curbed street section based upon construction described in letter of October 6, 1970. The City's estimated share is $5000 for curbs, and in addition, the City's installation of the main storm sewer and manholes.

The cost of the curb is included in the above estimate but the said sewer cost is not. Furthermore, an asphaltic concrete overlay should be constructed by the City as a future project to complete the project.

Should the Highway Commission look with favor on your project, would the City of Heppner be willing and able to pay its share of project costs and install the above described sewer?

Early receipt of a letter stating the City's ability and willingness to participate in the above project would be appreciated because the selection will soon have to be made for the 1971 program.

Very truly yours,

H. S. Cox
County and City Engineer

By
Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:mm

ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ OPE ☐ CE ☐ RE ☐ ☐

sca-71

October 8, 1970

Mrs. Elaine S. George
City Recorder
P.O. Box 756
Heppner, Oregon 97836

Dear Mrs. George:

Reference is made to your letter of October 6, 1970, regarding the price of crushed materials in the City stockpile site. Based on your prices, I estimate that the contractor will use about $1300 of your rock, providing he does not obtain the materials from some other source.

The "Special Provisions" would state that the City materials are available at the prices quoted in your letter.

Very truly yours,

H. S. Cox
County & City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:mm

S.C.A. Investigation Data

City of Hesperia Date 10/3/70 Div. E
Population: 19__ _____ 19__ _____
Street Cole St. from Main St. to Center

No. previous projects ____
Last project _____ (year)
Total SCA funds $_____
Funds/capita $_____
Average/capita $_____

EXISTING

Surface now in place: A.C. ____ Oil____ Gravel____ Concrete_____
Surface width: _____ feet, Shoulder-shoulder width: _____ feet
C-C width: _____ feet, R/W width: _____ feet
Remarks: _____

PROPOSED

Surfacing: A.C. _____ Oil _____ Other_____
Pave. width: _____ feet, Shoulder width _____ feet, C-C width: _____ feet
BASE DESIGN: A.C. _____ inches, Leveling _____ inches, Base _____ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: _____ mile, _____ feet. Type curb: _____
Remarks: _____

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 700
Clearing & grubbing by City	all	all	L.S.	
General excavation	c.y.	1690	2.00	3380
Concrete sidewalks	sq. yd.	—		
Trench excavation	c.y.	22	4.00	88
Watering	M-gal.	52	5.00	260
Level material (3/4-0)	c.y.	320	5.00	1600
Base material Quarry run incl. Rolling	c.y.	2020	3.00	6060
Asphalt	ton	11	100	1100
Binder	all	all	L.S.	860
Concrete inlets 68-1	each	5	175.00	675
~~Culvert~~ pipe 12" Sewer pipe	lin. ft.	70	5.00	350
Concrete curbs	c.y.	76	70.00	4480
8" Sewer Pipe	Lin. Ft.	40	4.00	160
Mis'Agg.	C.Y.	125	9.50	1190

650 175 725

5001 5000

*Items include 10% allowance

Total	$21,003
Perm. signing ($100/intersection)	200
Flagging	500
Total	$21 703
Engineering & contingencies (20%)	4341
Total	$26,044
City's estimated share of survey	
TOTAL ESTIMATED COST	$_____

Say 27,000

1575
560
71

Prot. traffic "700 — Heppner 10/8/70
Gale St from water St
to Center St.

Gen'l Exc Same as 1st Est 1690 C.Y. — 1160
60
1980

60
205
230
315 by city

Trench Exc $\frac{3.0 \times 1.8 \times 70 \times 1.1}{27} = 15$

$\frac{2.7 \times 1.5 \times 40 \times 1.1}{27} = 7$ — 22 C.Y.

70'-12" } by Contractor
40'-8"

70'-12" Sew Pipe — 5 inlets
40'-8" Sew pipe

Quarry-run base — $\frac{23 \times 1.25 \times 1033 \times 1.325}{27} = 2020$ C.Y.

$\frac{3}{4}$-0 Leveling — $\frac{.02 \times 22 \times 1980 \times 1.43}{27} = 320$ C.Y.

Water $2060 \times 0.025 = 52$ M-Gals

Binder Cs #4400 x 1.96 = #860

3515 sq yd
Asphalt $\left(\frac{23 \times 1300'}{9}\right)$ — $\frac{.08}{2.35} =$ 11 Tons

3515
8
27 6.0

Aggregate
$\frac{3}{4}$-0 — 3515 x. — 24 C.Y.
$\frac{3}{4}$-$\frac{1}{2}$ — 3515 x.0 3 — 46
$\frac{1}{2}$-$\frac{1}{4}$ — 3515 x 0.006 — 21
$\frac{1}{4}$-10 — 3515 x 0.009 — 32
125 C.Y.

1220

Concrete Curbs Type "C" 2450 x 0.031 = 76 c.y.

175

390 x 325 = 12,700
55 x 55 = 300
#1,300

26
320

350 CY @ 3.25 — 1135 — 370 sq 3.25 — 1200
100 CY @ 5.50 — 550 — 100 sq 5.50 — 550
1685 — 1750 — Say 1800

S.C.A. Investigation Data

City of Hepner Date 9/6/70 Div. E
Population: 1965 1071 1970 1075
Street Gale Street from Water Street to Center Street

No. previous projects 2
Last project 1956 (year)
Total SCA funds $ 22,000
Funds/capita $ 19.13
Average/capita $ 30.75

EXISTING

Surface now in place: A.C. ____ Oil ✓ Gravel ____ Concrete ____
Surface width: 20 feet, Shoulder-shoulder width: ____ feet
C-C width: ____ feet, R/W width: 60 feet
Remarks: There is room inside of existing sidewalks for 42 wide st. with utility strips. Some sidewalks are 2 ft. gone (48 between sidewalks)

PROPOSED

Surfacing: A.C. ____ Oil ✓ Other City Spec. Oil Mat Mod. 0-9
Pave. width: ____ feet, Shoulder width ____ feet, C-C width: 42 feet
BASE DESIGN: A.C. ____ inches, Leveling ____ inches, Base ____ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.22 mile, 1160 feet. Type curb: "C"
Remarks: Widen base 11 feet each side, place quarry-run base, Lev. Course and a City Spec. Oil Mat equivalent to an O-9.

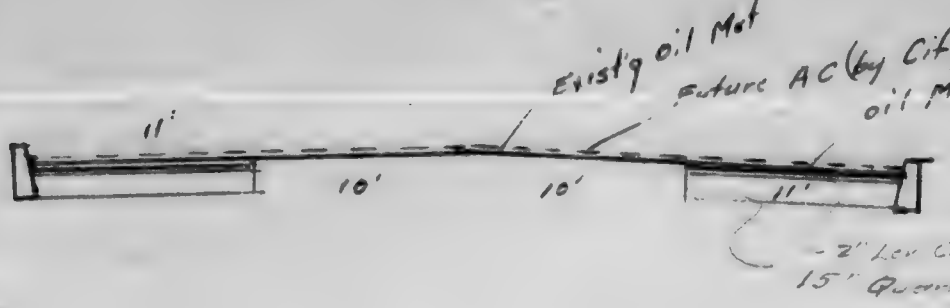
ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 700
Clearing & grubbing	all	all	L.S.	—
General excavation	c.y.	1690	1.50	2540
Concrete sidewalks	sq. yd.	—		
Trench excavation	c.y.	45	3.50	158
Watering	M-gal.	63	5.00	315
Level material (3/4-0)	c.y.	273	5.00	1365
Base material Quarry run - (4 Mi haul)	c.y.	2070	2.90	6370
Asphalt Oil Mat 200-300	ton	10	100.00	1000
Binder	all	all	L.S.	1150
Concrete inlets GB-1	each	9	175.00	1575
Culvert pipe 12" Sewer Pipe	lin. ft.	70	5.00	350
Concrete curbs "C" Type	c.y.	84	65.00	5460
8" Sewer Pipe	Lin Ft	120	4.00	480
Min. Agg.	Cu. Yd.	110	7.50	825

*Items include 10% allowance

Total	$22,268
Perm. signing ($100/intersection)	200
Flagging	500
Total	$22,968
Engineering & contingencies (20%)	4593
Total	$27,561
City's estimated share of survey	186
TOTAL ESTIMATED COST	$27,747

P.E. $2000 \times \frac{2560}{27550} = 186$

28,000
- 5500 C.I.
22,500 SCA



Hyppower 9-16-70
Gale St. from Water St
to Center Street

length 0.295 Mi
875
.220 Mi = 1160
To bridge (North) 60±
Extra 160
0.267 Mi 1380'

Genl. Exc $\frac{125 \times 24 \times 1380 \times 1.1}{27}$ = 1690 C.Y.

60
205
250
515
330
845

Trench Exc $\frac{3.25 \times 845 \times 3.5 \times 1.1}{27}$ = 390 CY

$\frac{3.0 \times 320 \times 3.25 \times 1.1}{27}$ = 127 CY

517 CY by City

12" - 70'

8" - 120

$\frac{2.7 \times 2.0 \times 120 \times 1.1}{27}$ = 26.5 -

$\frac{3.0 \times 2.2 \times 70 \times 1.1}{27}$ = 18.8
45 CY by Contract

9 GB-1 by Contract
4 Manhole by City

Quarry run Base $\frac{23 \times 1.25 \times 1380 \times 1.27}{27}$ = 2020 C.Y.

3/4-0 Lev. Cs $\frac{22 \times 0.17 \times 1380 \times 1.27}{27}$ = 273 C.Y.

Water 2300 x .0275 = 63 M-Gals

Binder Cs 22 x 200 x 0.26 = #1150

Conc Curbs Type 'C' 2760 x .031 = 84 C.Y.

Oil Mat 12,907 x 0.262 = 3385 gal 0.20 = 677 Gal
Agg 3385 .013 = 44. C.Y.

12
847
847
677
2371 Gals - 8.3 Tons

3385 x 0.25 = 847 Gal
33.5 x .013 44 C.Y.
3385 x 0.25 = 847 Gal
3385 x .005 = 20. C.Y.

Total 108 Min. Agg.

Hauling & placing base Material

Wojonowon 9-16-70
Gale St.

rock in quarry	1.00
loading	.50
hauling + Mi	.40
Placing	1.00
	2.90

Lev. Course

cost of rock	3.25
hauling & Placing	1.75
	5.00

Agg in D-9 Hauling & placing .40
5.50
9.50

aco - 71

CITY OF HEPPNER

P. O. Box 756
HEPPNER, OREGON 97836
Telephone 676-9618, Area Code 503

October 6th, 1970

Mr. Oscar H. Norberg
Cities Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Norberg:

I have been asked to advise you the Heppner Common Council, at its regular monthly meeting last night, adopted a Resolution whereby the City states its preference for Penetration type street to Asphalt Concrete for the improvement of Gale-Water-Church Streets in Heppner.

The City also requests:

2 shots of 3/4" rock for which the City will charge the Contractor 3.25 yard -
1 shot of 1/2" rock for which the City will charge the Contractor 5.50 yard -
Dust with ¼-10 rock for which the City will charge the Contractor 5.50 yard -

The Superintendent believes the City should install drain to corner of Church and Gale Streets only, the rest of Gale to Willow has very shallow bedrock, and it would be too expensive to shoot and install drain. The 4" cast iron main on Gale is VERY SHALLOW.

If there is further information you require, please advise and we shall get it right out to you.

Very truly yours

(Mrs.) Elaine S. George,
Recorder.

Vic is out of town until Monday. EG

RECEIVED
COUNTY & CITY SECTION
OCT 7 - 1970
ENGR. COOR. OE AE UE
UPE CE RE RPE

Copy to Swenson 5/25/71

ENGR. ☑ COOR. ☑ OE ☒ AE ☐ UE
☑ DPE ☑ OE ☐ DPE ☐

Heppner pca

October 2, 1970

Mr. W. C. Collins
Mayor
City Hall
Heppner, Oregon 97836

Dear Mr. Collins:

On September 16, Mr. H. S. Cox and I discussed with you the Gale Street project the City requested for improvement under the SCA program. In order to get a longer section of the street improved, the City wanted certain changes made in the construction details to reduce the cost; a letter from the City was to be forthcoming regarding this.

As you know, the proposed base was to be 15-inch quarry run base with a 2-inch leveling course on an 11-foot widening on each side of the existing 20-foot wide oil mat. On top of this widened section the City wanted a modified 0-9 oil mat, with a binder course, using 200-300 asphalt and the aggregate to be of City specification. A sufficient amount of suitable crushed materials are in the Heppner stockpile site within one-half mile of the job and is available for a contractor to purchase from the City. The price per cubic yard, truck measure, that the City would ask from a contractor for the material to be used on the street was to be quoted in a letter. The letter should also reiterate the construction details wanted by the City.

After the letter is received, I will send you a new estimate, so the City can decide if they want to participate on the basis of the new design.

If you have any questions regarding the above matter, feel free to ask about it.

Very truly yours,

H. S. Cox
County and City Engineer

By: Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:ljt

Copy to Swanson 5/25/71

(Heppner pea

FORM E 30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1970

SUBJECT: Special City Allotment
Project
City of Heppner

To:

Mr. H. S. Cox
County and City Engineer
B U I L D I N G

The removal of 2000 or 3000 cubic yards of quarry run base from the Highway Division Quarry at M.P. 81.6 will be permitted. No royalty is required for the cities use of this material.

We do stipulate that the quarry site be left in satisfactory condition after the material is ~~[illegible]~~ removed.

Robert N. Bothman
Maintenance Engineer

By Carl M. Williams
Carl M. Williams
Maintenance Operations Engineer

CMW:ds

RECEIVED
COUNTY & CITY SECTION
SEP 22 1970
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Copy to Frank Hall for info
C.G. Swenson " "

6P 92475-734

RECEIVED
SEP 23 1970
FOR FILING

9-17-70 R.L. Porter

C.F. M.F

MEMO TO FILES -- Special City Allotment, Milton-Freewater & Heppner

9/17/70

Project

Muni

Heppner.

On Tuesday, September 15, Oscar Norberg and I met with the Milton-Freewater City Manager to discuss the Special City Allotment proposal on Elizabeth Street.

Prior to the meeting, we contacted the local Redi-Mix Sand & Gravel Company in Milton-Freewater and asked them the cost of approximately 1000 tons of A.C. Their reply was that they were already selling to the State for $7.35 per ton f.o.b. plant.

We then contacted Mr. Henry Schneider, City Manager, and Jack King, City Engineer, and opened our discussion regarding Elizabeth Street estimate. Prior to this meeting Mr. Schneider had contacted Baldwin & Sunderland, Inc., of Walla Walla and obtained a quotation from them using State's contract items and quantities. There was major deviation in only two items between State's estimate and Contractor's estimate; however, these two items accounted for approximately $12,000. Item #1 was General Excavation. State's estimate was $2.75 per c.y. whereas the Contractor's estimate was $1.50 per c.y. (nearly $6,000 cheaper). Item #2 was A.C. State's estimate was $15; Contractor's estimate was $10. As noted above, the $10 estimate is more realistic and it is the opinion of this office that local and near-by out-of-state contractors were not considered when estimate figures were obtained from cost analysts. Contractor's estimate on this item was also $6,000 cheaper. The City states that they are willing and anxious to proceed on this project providing State's estimate parallels the Contractor's estimate. A copy of the Contractor's estimate is attached for your study.

NOTED R. L. PORTER

The following day, Wednesday, September 16, we met with Mayor W. C. Collins and Vic Groshens, Street Superintendent for the City of Heppner, to discuss SCA proposal for Gale Street. As we approached the city from the east, along Heppner Highway #52, we noted the County crusher operating approximately 7 miles from the city, so we stopped at the courthouse and contacted the County Court to see if it would be possible for level material (3/4-0) to be purchased through them. They stated that they did sell to the city for $2.35 per c.y. and that the City had considerable materials (rock) already on hand.

During our discussion with the city people, several points of primary interest came out. The City prefers a penetration surface treatment over A.C. because they have penetration on the rest of their streets and the penetration treatments have proved very satisfactory. A.C. would come high in Heppner as Hermiston is the closest source of supply.

The City is going to address a letter to this office stating their desires as to surface treatment, type of asphalt to be used, type of surface treatment desired, and cost of City-furnished rock.

The City has on hand sufficient crushed rock to furnish aggregates necessary for the leveling course (3/4-0) and a modified 0-9 surface treatment. They have 3/4, 1/2, and 1/4 crushed rock on hand; the quality is good but gradation specification should be omitted.

(more)

MEMO (cont'd): SCA, Milton-Freewater & Heppner

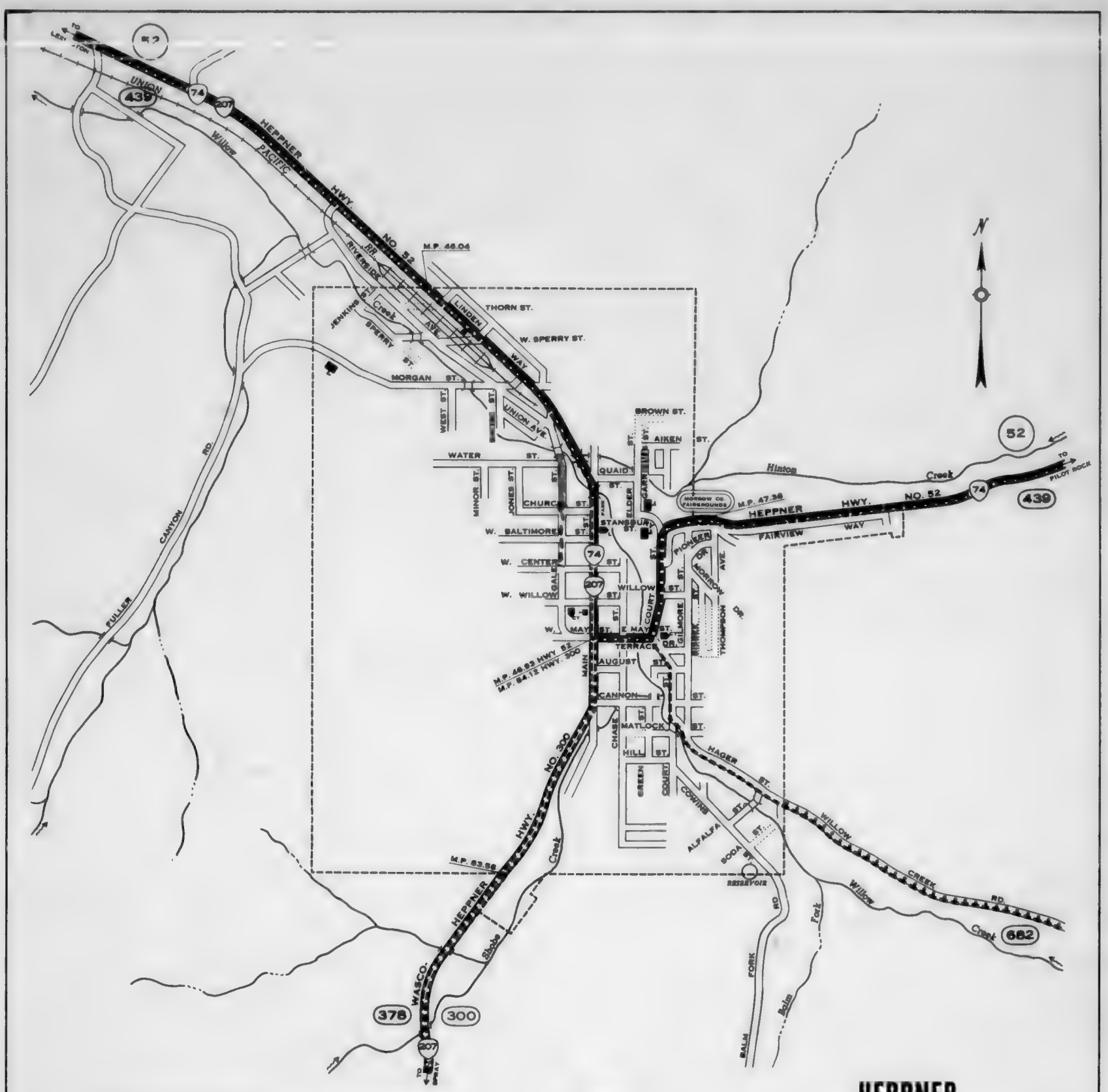
This office is investigating the possibility of the contractor getting approximately 2000 to 3000 c.y. of pit run material from a State-controlled pit approximately 3½ miles south of Heppner.

Present proposal for Gale Street would call for 15" grid-rolled quarry run base, 2" of 3/4"-0 level course, and modified 0-9 surface treatment using 200-300 asphalt. City will do clearing and grubbing, place all sewers at City expense (main line and manholes), pay for all curb work, and furnish all crushed rock to contractor for a specified price per c.y.

This office awaits administrative decision on both Milton-Freewater and Heppner proposals.

H. S. Cox
County and City Engineer

HSC:mm
Att: Est.
cc: R. L. Porter
F. B. Klaboe
Edgar L. Johnson
H. S. Coulter
C. G. Swenson
Frank Hall



HIGHWAY CLASSIFICATION

	State (Red)	Federal (Green)
PRIMARY	10	7
SECONDARY	341	477
OTHER	CO.	N.F.D.

SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- CH – City Hall
- CT – Court House
- A – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

HEPPNER

MORROW COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,661

Scale in Feet

0 500

May 1, 1961

ENGR. ☑ ☐ GE ☑ AE ☐
☐ UCE ☐ SE ☐ RE ☐ RPE

Salem, Oregon
September 17, 1970

Special City Allotment Project
City of Heppner

Mr. Robert N. Bothman
Maintenance Engineer
BUILDING

The City of Heppner submitted a request for street improvement under the Special City Allotment Act, which will be recommended by our office. The most practical source for 2000 to 3000 cubic yards of quarry run base is from the State quarry, M.P. 88.9 in the SE¼ of the SE¼ of Section 9, Township 3 South, Range 26 West, W.M.

Would this source be available for the City's use during the 1971 construction season and what charge would there by for royalty, or would it be free to the City?

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:mm

PCR

September 10, 1970

Mrs. Elaine S. George
City Recorder
P. O. Box 756
Heppner, Oregon 97836

Dear Mrs. George:

Reference is made to your letter of September 9 regarding the length of the proposed Special City Allotment project to be considered for the 1971 construction program.

The length in my estimate was 520' plus 100' for stub streets at the intersections. My estimate was based on work shown by the sketch on the attached map. In addition to the estimated amount of $29,000, about 570' of 18" storm sewer and 3 manholes were to be constructed by the City. The inlets and smaller pipe were included in the estimate, but not the 18" sewer and 3 manholes.

The unit prices of some of the items were estimated high to allow for long haul distances from the nearest known source.

The City's estimated share of $4,000 of the $29,000 includes about $2,700 for concrete curbs.

When a city is asked for an advance deposit, just before contract award, it is based on the apparent low bid of the contractors plus the add items (flagging etc.), plus 14½% for engineering and contingencies, to get the project total. If the project total runs over the $25,000, the preliminary engineering for this overrun is also charged to the city.

In the final accounting, the actual payments to the contractor and actual engineering costs will be used to determine if there is an excess to be charged to the city above the $25,000 State share. Concrete curbs, concrete walks, and concrete driveways would be charged to the city even though a job may be less than the $25,000 limit of the State share.

I hope the above will help the City decide whether or not they will participate in the 1971 Special City Allotment program.

Very truly yours,

H. S. Cox
County and City Engineer

By
Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:mm

RECEIVED
COUNTY & CITY SECTION
SEP 10 1970
ENGR. COOR. CE AE UE
UPE CE RE RPE

CITY OF HEPPNER

P. O. Box 756
HEPPNER, OREGON 97836
Phone 676-9618
Area Code 503

sea

Sept. 9, 1970

RECEIVED
COUNTY & CITY SECTION
SEP 10 1970
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Mr. Oscar H. Norberg, Cities Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Norberg:

At the regular Council meeting last night, the members were pleased with the possibility of getting needed work done on Gale, Church and Water Streets. They have asked me to request a sketch or description of exactly what work will be done. Is it your intention to do ONLY the one block between Water and Church on Gale St. at approximately $29,000.00?

If we can hear from you immediately, the Mayor will call a Special Council Meeting to further discuss the financing of the City's share.

Very truly yours

Elaine S. George

(Mrs.) Elaine S. George,
Recorder.

HEPPNER

MORROW COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,661

Scale in Feet

May 1, 1961

HIGHWAY CLASSIFICATION

	State (Red)	Federal (Green)
PRIMARY	10	7
SECONDARY	341	477
OTHER	CO.	M.F.D.

SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

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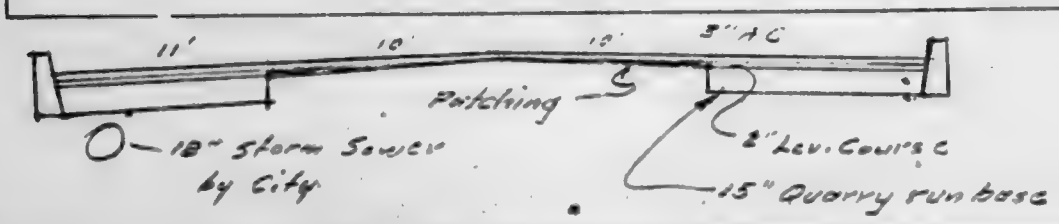
- School
- R. R. Depot
- Public Bldg.
- cr – City Hall
- cr – Court House
- a – Armory
- l – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits



eca

CITY OF HEPPNER

P. O. Box 756
HEPPNER, OREGON 97836
Phone 676-9618
Area Code 503

Sept. 2, 1970

RECEIVED
COUNTY & CITY SECTION
SEP - 3 1970
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. Oscar H. Norberg, Cities Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Norberg:

Thank you for your letter of August 28th regarding your plan to submit Heppner's proposed project on Gale Street, Church and Water, to the Highway Commission for consideration.

Your letter will be presented to the City Council at its regular meeting on September 8th following which I shall write you regarding the City's ability and willingness to pay its share of the costs of this project.

Very truly yours

Elaine S. George

(Mrs.) Elaine S. George, Recorder.

August 28, 1970

Mrs. Elaine S. George
City Recorder
P.O. Box 756
Heppner, Oregon 97836

RECEIVED
COUNTY & CITY SECTION
AUG 28 1970
ENGR. COOR. OE AE UE
UPE CE RE RPE

Dear Mrs. George:

It is planned to submit your proposed project on Gale Street from Water Street to Church Street, to the Highway Commission for consideration of construction (1971) under the Special City Allotment Act (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $29,000 for providing a 42-foot curbed street section. The City's estimated share is $4,000, and in addition the City installation of the 18-inch sewer through the project.

Should the Highway Commission look with favor on your project, would the City of Heppner be willing and able to pay its share of the project costs and install the 18-inch sewer?

Early receipt of a letter stating the City's ability and willingness to participate in the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By
Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:lat

S.C.A. Investigation Data

City of Hepner Date 6/30-70 Div. ___
Population: 1965 1641 1970 1670
Street Gale St. from Water St. to Church St.

No. previous projects 2
Last project 1956 (year)
Total SCA funds $ 32 444
Funds/capita $ 1943
Average/capita $ 30.95

EXISTING

Surface now in place: A.C. ___ Oil x Gravel ___ Concrete ___
Surface width: 20 feet, Shoulder-shoulder width: ___ feet
C-C width: ___ feet, R/W width: ___ feet
Remarks: The existing base is coarse river gravel with a leveling course and a mat made by grader.

length 520 100 Exc. 620'

PROPOSED

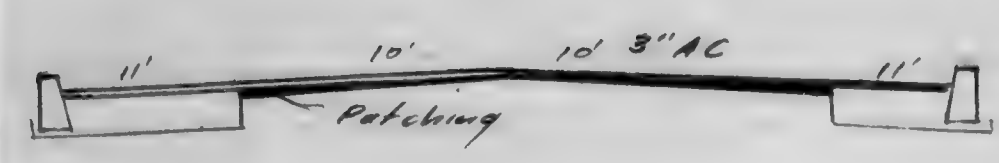
Surfacing: A.C. ✓ Oil ___ Other ___
Pave. width: ___ feet, Shoulder width ___ feet, C-C width: 42 feet
BASE DESIGN: A.C. 3" inches, Leveling 2 inches, Base 15 Dense inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.10 mile, 520 feet. Type curb: ___
Remarks: Job shortened to better fit city's finances. The existing shoulders should be dug out and rebuilt for a 42' curb to curb street section. Base pit run or quarry run. A farm tractor CA- mixed for larger gravel

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing	all	all	L.S.	—
General excavation	c.y.	760	1.50	1140
Concrete sidewalks	sq. yd.			
Trench excavation	c.y.	403	3.50	1410 - 272 = 1138 (1138)
Watering	M-gal.	30	5.00	150
Level material (3/4-0)	c.y.	144	7.00	1008
Base material Quarry Run	c.y.	910	7.00	6370
Asphalt	ton	610	15.00	9150
Binder	all	all	L.S.	265
Concrete inlets GB-1	each	5	175.00	875
Culvert pipe 8" Sew. Cont.	lin. ft.	40'	4.00	160
Concrete curbs Cont.	c.y.	39	70	2730
12-inch Sew. Pipe Cont.	Lin. Ft	70	5.00	350
15-inch " Cont.	Lin Ft	60	6.00	360
18-inch " By City	Lin Ft.	57	8.00	~~456.00~~ (4560)
Type B Manholes By City	Each	3	195.00	~~585~~ (555)
			Total	$ 23,422 (6203 by City)
*Items include 10% allowance				
Perm. signing ($100/intersection)				___
Flagging				100
			Total	$ 23,922
Engineering & contingencies (20%)				4704
			Total	$ 28226
City's estimated share of survey				171
			TOTAL ESTIMATED COST	$ 28400

PE 1500 × 228/2800 = 171

Storic 25,000
City Curbs 2,000
City excess 6,000
28,400

add 18-inch Sewer 57 lin ft & also 3 Manholes



Heppner 6/30/72
Gale St. from Water St to Church St.

Length 520'
100' Extra
620

Gen'l Exc $\frac{1.25 \times 24 \times 620 \times 1.1}{27}$ = 760 C.Y.

Trench Exc. $\frac{2.7 \times 3.5 \times 40 \times 1.1}{27}$ = 16 C.Y.

$\frac{3.0 \times 3.5 \times 70 \times 1.1}{27}$ = 30 C.Y.

$\frac{3.25 \times 4.0 \times 60 \times 1.1}{27}$ = 32 C.Y.

$\frac{3.5 \times 4.0 \times 570 \times 1.1}{27}$ = 325 C.Y

Tr. Exc. Tot, 403 C.Y

3 MH, 5 Conc Inlets

Quarry Run Base $\frac{23 \times 1.25 \times 620 \times 1.37}{27}$ = 910 C.Y.

3/4-0 Lav. Cs $\frac{0.20 \times 22 \times 620 \times 1.43}{27}$ = 144 C.Y.

Water 1054 x .0285 = 30 M-Gals.

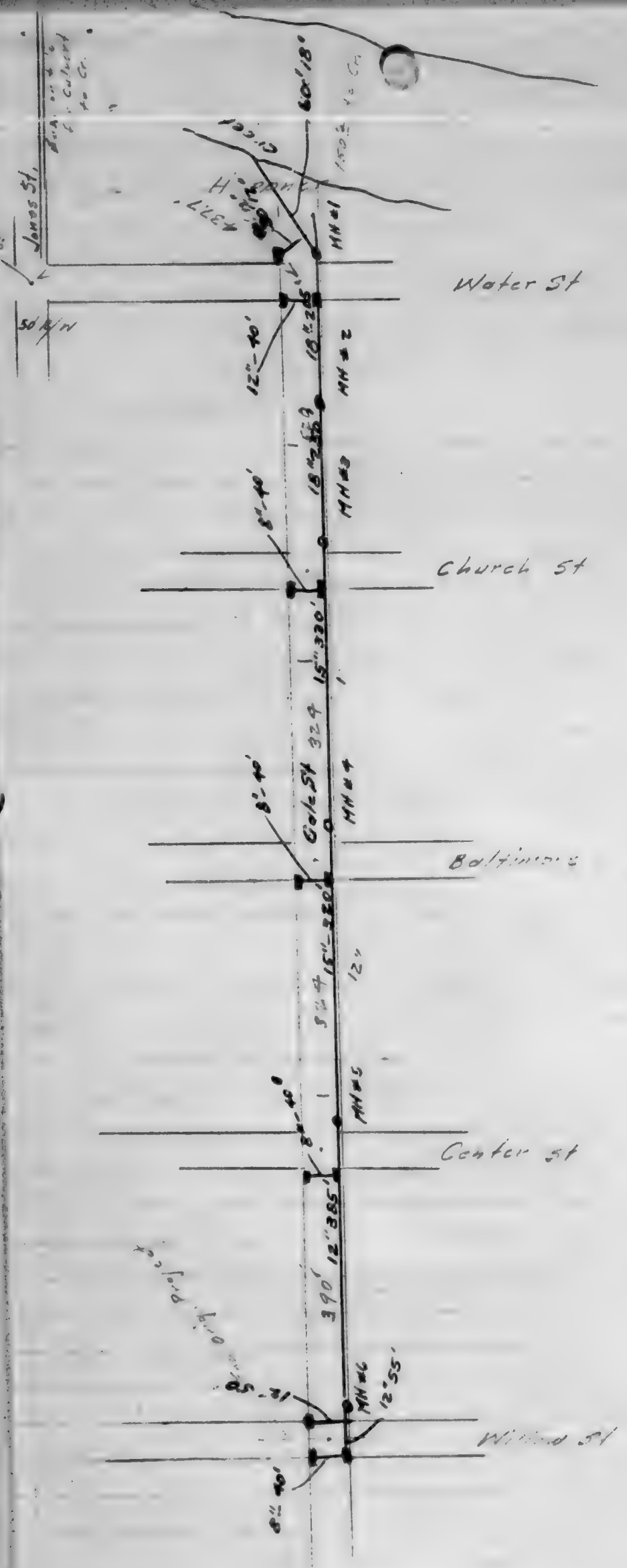
Binder Cs 2200 x 1.2 = $265

Asphalt (13.4 + 84.3) 6.2 = 606 Tons

610 Tons

Type "C" Conc Curbs 1240 x .031 = 39 C.Y.

Heppner
Clark & Groff Engrs
Gale St
Water St.



Sheet 1

S.C.A. Investigation Data

City of Hepner Date 6/50 Div. E
Population: 19__ _____ 19__ _____
Street Water St. from Jones to Gale St.
Gale St. from Water to Church St.

No. previous projects 2
Last project 1958 (year)
Total SCA funds $ 22,400
Funds/capita $ 1943
Average/capita $ 3095

EXISTING

Surface now in place: A.C. ____ Oil X Gravel ____ Concrete _____
Surface width: 20 feet, Shoulder-shoulder width: _____ feet
C-C width: — feet, R/W width: _____ feet
Remarks: _____

PROPOSED

Surfacing: A.C. X Oil _____ Other _____
Pave. width: _____ feet, Shoulder width _____ feet, C-C width: _____ feet
BASE DESIGN: A.C. 2 inches, Leveling 2 inches, Base 15 inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: _____ mile, 1053 feet. Type curb: S
Remarks: The base should be talus or quarry run. Topped off with 3/4-0

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing	all	all	L.S.	—
General excavation	c.y.	1260	1.50	1890
Concrete sidewalks	sq. yd.			
Trench excavation	c.y.	516	3.50	1806
Watering	M-gal.	50	5.00	250
Level material (3/4-0)	c.y.	237	7.50	1778
Base material Quarry run incl. Rolling	c.y.	1453	7.00	10,395
Asphalt	ton	1010	15.00	15,150
Binder	all	all	L.S.	430
Concrete inlets GB-1	each	9	175.00	1575
Culvert pipe 8" Sewer	lin. ft.	40	4.50	180
Concrete curbs	c.y.	64	70.00	4480
12-inch Sewer	Lin. Ft.	150	5.00	750
15-inch Sewer	Lin. Ft.	210	6.00	1260
18-inch Sewer	Lin. Ft.	570	8.00	4560
MH "B" Type	Each	3	195.00	585
				7,335

*Items include 10% allowance

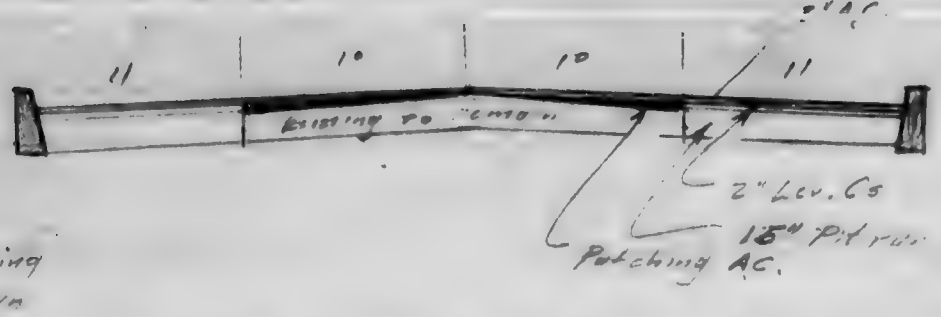
Total	$ 38,254
Perm. signing ($100/intersection)	—
Flagging	100
Total	$ 38,354
Engineering & contingencies (20%)	7671
Total	$ 46,025
City's estimated share of survey	915
TOTAL ESTIMATED COST	$ 46,940

31,274
100
31,374
6274
37,648

1600 × 13.60 = 51

20.00 × 21,025 = 914
46,025

39,000
14,000
47,000



Heppner 6/30/70
Water St. from Jones to Gale
Gale St. from Water St to Church

3" AC
2" Patching
15" Pitrun

Gen'l. Exc. $\frac{1.25 \times 24 \times 1033 \times 1.1}{27}$ = 1260 C.Y.

438
520
30
45
1033'

8"-40'
12"-70'
15"-60'
18"-570'
3 M.H.
5 Conc. Inlets

Trench Exc $\frac{2.7 \times 3.5 \times 40 \times 1.1}{27}$ = 16 C.Y.

$\frac{3.0 \times 3.5 \times 150 \times 1.1}{27}$ = 64

$\frac{3.25 \times 4.0 \times 210 \times 1.1}{27}$ = 111

Gale St.

Water St.

12"-30'
15"-150'
4 Conc Inlets

$\frac{3.5 \times 4.0 \times 570 \times 11}{27}$ = 325

Tot. 516 C.Y.

Quarry Run Base $\frac{23 \times 1.25 \times 1033 \times 1.375}{27}$ = 1485 C.Y.

$\frac{3}{4}$-0 Lev. Cs $\frac{0.2 \times 22 \times 1033 \times 1.43}{27}$ = 237 C.Y.

Water 1720 X 0.025 = 43 M-Gals

Binder Cs 2200 x .196 = 430 #430

Asphalt (13.4 + 843) / 0.33 = 1010 Tons

Conc Curbs Type "C" 2070 x 0.031 = 64 C.Y.

0.00 James St

Water St

— 0.075 Water & Gale

0.175 Church

.037
0.075
0.275

Gale St

0.275 Baltimore

0.295 Center

0.37 Willow

May St.

Mc Goshen

Gale St.

	60	54	48	43	℄	20	14	6	0
X-sec 100' S. of Water	swk Fe.	swk	Gutter Pole line	EP	32	EP	Ditch (Gutter)	swk	swk

/

	60	54	48	39	℄	19	13.5	6.5	Hdp	6	0
	swl Fe	swk	Ditch	EP	28S	EP	Gutter Cr. Rock	Hyd	6.5	swk	swk

0.295 ± 15.6 =

84.3 × 15.6 = 1320 Tons
16ᵐᵐ

57 Mi. to Pendleton

27
18
9

Pitman Jewelers Block
No work on sidewalks

water

Sand

12 wall outside Sunk

2' wall outside Sunk

oil Mat in good condition

Church
MH

Sunk "OK"

No curbs

2-8" Mains

No curbs

Sunk this block ok with Parking strip

Inlet

Baltimore Crossing in street
MH
Inlet

2-18"
8' from R/W

6' Sunk off Grade warped 6" out of below ℄

W. Side Sunk
Possible
Planks Needed
ok ℄

center
MH.

Paved Parking

Curb 6" Exposure this block (W. Side)

No Drys
Parked on Curb

No Sunk
℄ Sunk

Bldg

Willow

66' stone curb 6' lengths to Move
No curb

Wm C. Collins Cleaning Shop

Gen'l Exc. 0.5 [illegible] 4" × 1560 × 1.1 / 27 = 255 × 3rd = 765 cy

Gale St. water to willow

Length 0.295 = 1560'

No Base

Lev. Cs 0.17 × 16 V 1560 × 1.43 / 27 = 225 CY

water 10 M-Gal

Binder 1600 × .3 = 480

A.C. 1560 × 843 = 1320

Curbs 3120 × 0.31 = 97 C.Y. = 6300 cy

Jones to Baltimore

.245 = 1290'

2800
2600
Conc.
in Truck

Heppner 6/80/70

Water St. Lonca to Gale

Gale St.-Water to Baltimore

1290' Length

100' Extra

1390

RECEIVED
FEB 10 1970
ENGINEER
COUNTY & CITY OF DENVER

SCA

PROJECT DATA, CITY OF Heppner Date 2-9-70

To be financed by Special City Allotment Fund and necessary city funds.

Street name Dale street from willow st to water st. Water st. one block to Jones, Church St one block to Main
(Locate project on attached map.)

Project length total 2325 Ft.

DESIRED STREET SECTION:

Standard roadway; width of travel way: _____ feet, width of shoulders: ____ feet

Curbed section; width curb to curb: 42' + 36' feet

Remarks All of Dale St 42' inside curbs - Church St. 36' also water 36'

Surface now in place: Oil X Paving ____ Gravel X

Present surface width: 20 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: All 60 Ft.

Are intersecting streets curbed? Yes ____ No X

Remarks Dale, Water and Church streets have bad drainage. Parking is dangerous if churches are on Dale.

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No X

Width between present curbs: _____ feet

City to construct curbs? Yes ____ No ____

To be constructed as part of project? Yes X No ____

Length of desired radius on curb returns: R-12 feet

Does city desire special type of curbs? Yes ____ No X

Explain: 6-9-16 Curbs would match other curbs now in Heppner

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes X No___

Present sidewalks, Length: 4060 feet; Width: 6 feet

Distance between present sidewalks: 48 feet

Are sidewalks to be constructed as part of project? Yes___ No X

Width of sidewalks to be constructed: None feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No X

Is utility strip required? Yes X No___; Width: 3 feet

Remarks Telephone, Electric & TV Poles also water meters are now in utility strips

STORM SEWERS -

Now in place?. Yes___ No X

If yes, are they adequate for increased flow? Yes___ No___

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes___ No X

To be constructed as part of project? Yes___ No X Would prefer gutter type street with Calif. gutters at intersections.

(Show location of outfall on city map.)

SANITARY SEWERS -

Now in place? Yes X No___ (NOTE: City to adjust if required.)

If yes, indicate depth of sewers from present surface: Av. 7' feet

Remarks Sanitary sewers are deep enough City would raise or lower manhole Covers

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 3 feet

Remarks Water mains should be deep enough as present depth. New 4" D.I. main in place Sept, would replace house services

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No X

Asphaltic concrete? Yes X No ___

Portland cement? Yes ___ No X

How many? Approx 28

Must driveways be Portland cement to comply with city code? Yes ___ No X

Is there a city ordinance specifying width and number of driveways permitted? Yes ___ No X (If yes, please include copy of ordinance.)

Remarks ___

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No X

Electric poles? Yes X No ___

Which company? Columbia Basin Elec. Co-op
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? Pacific N.W. Bell

Railroad tracks? Yes ___ No X

Which company? ___

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks ___

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No ___

Base rock? Yes ___ No X

Concrete curbs? Yes ✓ No ✓ Property owners will pay Curbs.

Driveways? Yes ___ No X

Remarks City will probably have to finance some curbs and pay for ace Radius'

GENERAL INFORMATION:

Are city finances available? Yes X No ___

When available? Date 1970-71 if lot is approved

Has city established grade on street? Yes X No ___
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: 1/4 mile Road

City has complete plan on work to be done - since 1955
Plans by Clarke & Groff. Engr. Salem. Ore.

General remarks: City owned prefer California gutters over storm sewers, Property owners will be assessed for Curbs, all poles are now in Utility strips.

By Walter C Sollens
Mayor

By Doris B Stone
City Recorder or City Manager

By Vic Groteleer Supt.
City Engineer

OREGON STATE HIGHWAY DIVISION

NOTED
H. S. COX

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

CITY OF HEPPNER
Post Office Box 756
Heppner, Oregon 97836

February 4, 1970

Gentlemen:

This is to acknowledge receipt of a resolution adopted by the City of HEPPNER requesting aid from the annual $25,000 Special City Allotment fund.

Enclosed are two sets of project data sheets which are to be filled out for the requested street improvement. Please make appropriate entries on both sets, retain one set for your records, and forward one set to this office. Expeditious handling of this matter will be appreciated.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1971 program.

Very truly yours,

Forrest Cooper
State Highway Engineer

RECEIVED
FEB 10 1970
ENGINEER
DIVISION

By: H. S. Cox
H. S. Cox
County and City Engineer

OHN:ljt
Encl: SCA Project Data Form

MR. H. S. COX:
ATTACHED ARE THE COMPLETED PAPERS REQUEST IN YOUR LETTER OF FEB. 4, 1970. IF ADDITIONAL INFORMATION IS REQUIRED, PLEASE ASK.

VERY TRULY YOURS

(MRS.) ELAINE S. GEORGE, RECORDER.

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Heppner is an incorporated city of the State of Oregon and has a population of 1670 as given by the latest official census; and

WHEREAS, the following streets of said city,

Gale Street, from the corner of May to the State Highway on the north,

Church Street between Main and Gale,

Water Street from Jones to Gale,

RECEIVED
FEB 4 - 1970
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

Noted
Oscar H. Norberg

4. That the City of Heppner does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Vic Groshens, Supt. as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 2nd day of Feb., 1970.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

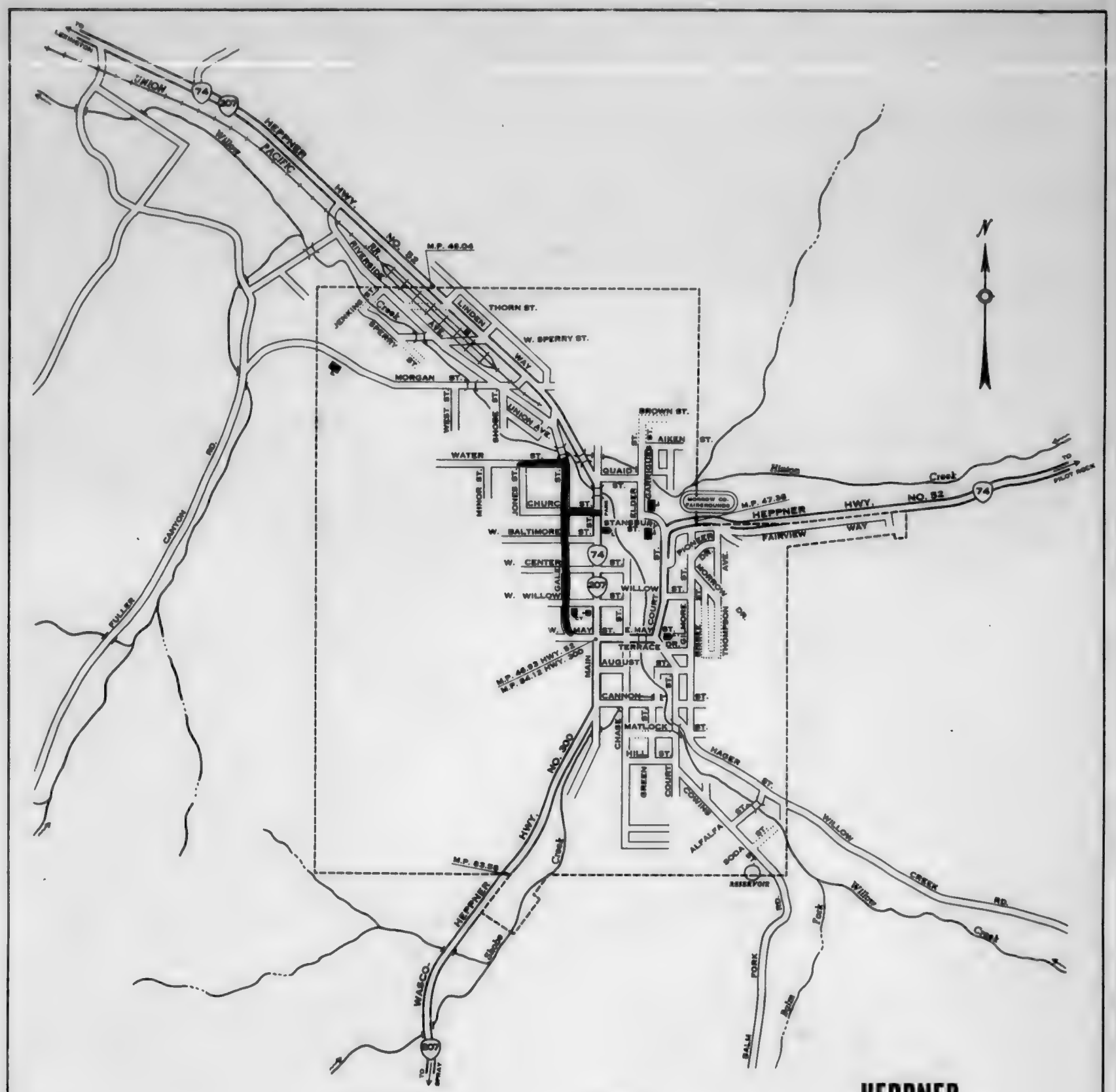
- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Heppner at a regular or special meeting of said Council, held on the 2nd day of February, 1970, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 3rd day of February, 1970.

Elaine Krueger
City Recorder

(cc-50, 1959 Rev.)



SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- CH – City Hall
- CT – Court House
- A – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

HEPPNER

MORROW COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,661

Scale in Feet

May 1, 1961

Storm Sewer from Center to Water street

Street	Inlets	MH's	8" Pipe	12 pipe	15" pipe	18" Pipe
Center	2	1	40'		320	
Baltimore	2	1	40		320	
Church	2	1	40			455
Water	3	1		70		60
Creek						
Figr's	9	4	120'	70'	640'	515'

+ Sizes reduced

Center	2	1	40			
Baltimore	2	1	40	320		
Church	2	1	40		320	
Water	3	1		70	455	
Creek					60	
	9	4				

Hoppner Storm Sewer

Cost of Materials Sewer Main Line

8 Inlets

4 Manholes

120' 8" Pipe	1.00	—	120.00
70' 12" Pipe			
320' 12" Pipe	2.00	—	640
845 15" Pipe	.33	—	2662

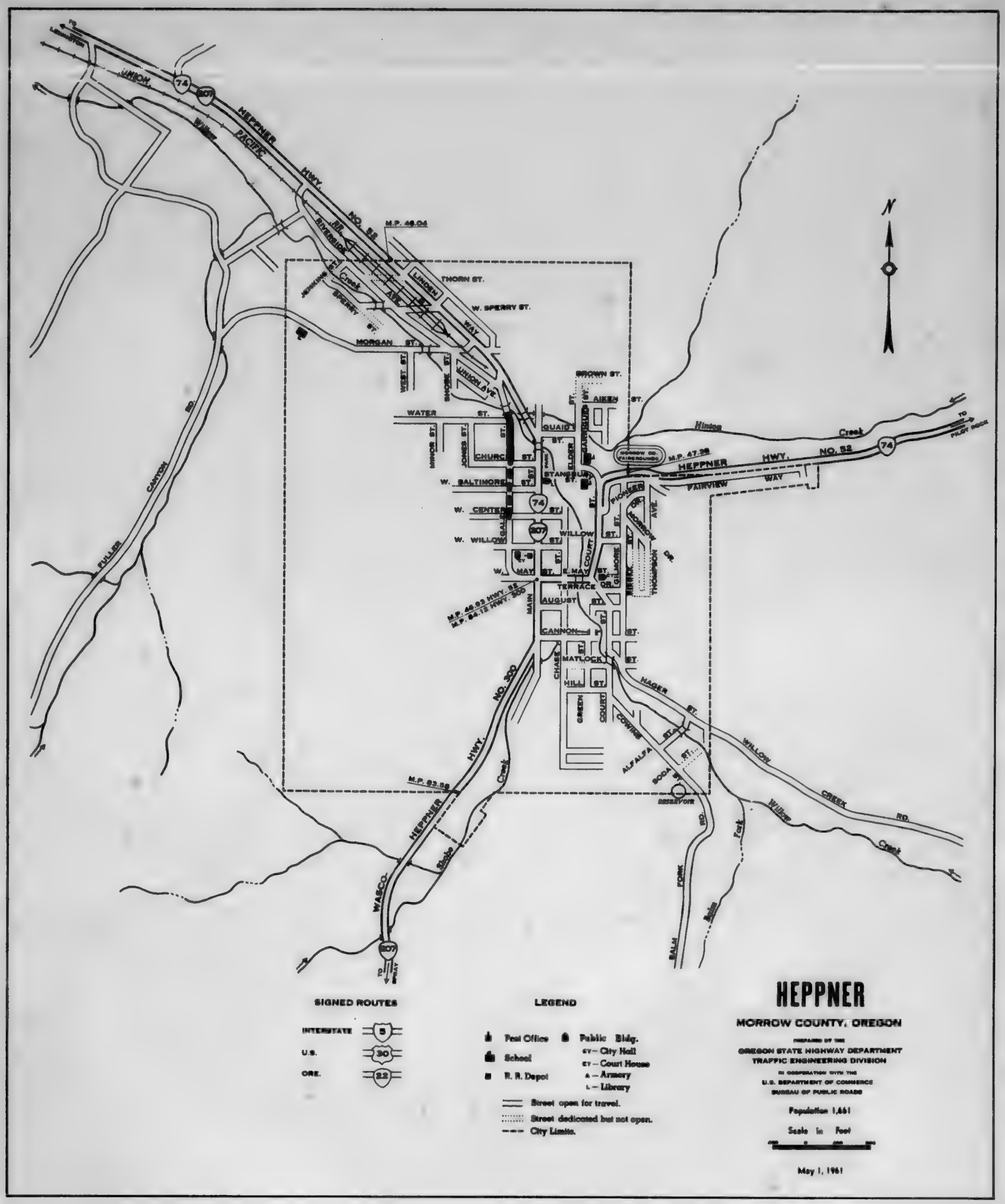
$3302 Main Line reduced size

Cost of Materials

650 - 15" @ .31 = 2015

515 - 18" @ .350 = 1802

$3817 Main Line Engineer's Size



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HEPPNER

MORROW COUNTY, OREGON

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IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,661

Scale in Feet

0 200 400

May 1, 1961

HIGHWAY CLASSIFICATION

	State (Red)	Federal (Green)
PRIMARY	10	7
SECONDARY	341	477
OTHER	CO.	N.F.D.

SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

- Post Office
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HEPPNER

MORROW COUNTY, OREGON

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U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,661

Scale in Feet

May 1, 1961

7769 Oregon Coast Hwy. at Broadway 1972
(Seaside) Sec. (Traffic signals)

C+A 4927 3-1-72

7769

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 26, 1973

TO C. W. Head, Admin. Services
Vince Gallagher, Office Engrg.
John Bond, Construction
John Herr, Finance

FROM Vernon E. Skoog, Controller
By: R. J. Hacek, Contract Acctg. Supv.

SUBJECT Hamilton Electric Contracts
Nos. 7769, 7780 and 7861

Treasury Receipt No. 506, dated September 20, 1972, (Bond 4645-5012) in the amount of $2,000 has been cancelled and rewritten as follows:

> Treasury Receipt No. 778, dated June 26, 1973 (Bond 4645) in the amount of $1,000 in lieu of retainage on Contract No. 7780 and Treasury Receipt No. 779, dated June 26, 1973 (Bond 5012) in the amount of $1,000 in lieu of retainage on Contract No. 7861.

Attached is a copy of a letter and State Treasurer's Receipt No. 777 advising us of a Time Certificate of Deposit in the amount of $1,000 from Hamilton Electric Inc., in lieu of retainage on Contract No. 7861.

A carbon copy of the Treasurer's Receipt will be filed (in the contract file) in the Administrative Services office.

Hamilton Electric, Inc., in a letter dated June 25, 1973, requested the return of the Alabama Power Bond, No. 5012, in the amount of $1,000 on Treasurer's Receipt No. 779. Receipt No. 779 will be cancelled and the bond will be returned to Hamilton Electric, Inc.

Contract No. 7780 has been finaled so Treasurer's Receipt No. 778 (dated June 26, 1973, Bond 4645, for $1,000, issued in lieu of retainage on Contract No. 7780) is now being shown and used on Contract No. 7861 in lieu of retainage.

Net deposits on contracts with the above Company are as follows:

No. 7769	- 0 -
No. 7780	- 0 -
No. 7861	$5,000.00

RJH:njc
Attachments

NOTED
C. W. HEAD

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

June 26, 1973

H. E. Hamilton Electric Contractors, Inc.
232 West 5th Avenue
Eugene, Oregon 97401

Gentlemen:

Enclosed herewith please find State Treasury safekeeping receipt No. 777, dated June 26, 1973, in the amount of $1,000.00, Alabama Power Company, First Mortgage Bond (9-¾) due November 1, 2000, No. M-6286.

This bond has been credited to State Highway Contract number 7861.

We have also cancelled and re-written safekeeping receipt number 506, dated September 20, 1972, for $2,000.00, to be credited as follows:

Safekeeping Receipt No.	Amount	Bond No.	Contract No.
778	$1,000.00	4645	7780
779	$1,000.00	5012	7861

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division
Attn: Dick Haeck

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 777

SAFEKEEPING
RECEIPT

Received for Account of H.E. Hamilton Electric Co.
232 West 5th Ave.
Eugene, Oregon 97401

Date June 26, 1973

Address

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Alabama Power Co. First Mortgate Bond 9% Due Nov. 1, 2000	M 6286	1	1,000				1,000.00
Reg. in name of Hamilton Electric Inc.							
Dated Oct. 25, 1972							
							1,000.00

In lieu of retainage on State Highway Contract No. 7861

Purpose of Deposit ORS 279.375

Authority

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT Re-written from Receipt No. 506 Dated Sept. 20, 1972 **No** 778

Received for Account of H.E. Hamilton Electric Contractors Inc.

Address 232 West 5th Ave. Eugene, Oregon 97401

Date June 26, 1973

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Alabama Power Company 9% First Mortgate Bonds Series 2000 Reg. in name of Hamilton Elect. Inc. Dated Aug. 15, 1972 Due 11-1-2000	4645	1	1,000				1,000.00
							1,000.00

Purpose of Deposit In Lieu of retainage on State Highway Contract No. 7780

Authority ORS 279.375

Countersigned by [signature] Deputy Cashier

[signature] State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT Re-written from Receipt No. 506 Dated Sept. 20, 1972 **№ 779**

H.E. Hamilton Electric Contractors Inc.

Received for Account of 232 W st 5th Ave. Eugene, Oregon 97401

Date June 26, 1973

Address

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Alabama Power Company	5012	1	1,000				1,000.00
9% First Mortgage Bonds							
Series 2000							
Reg. in name of Hamilton Elect. Inc.							
Dated Aug 15, 1972 Due 11-1-2000							
							1,000.00

In lieu of retainage on State Highway Contract No. 7861

Purpose of Deposit ORS 279.575

Authority

Countersigned by Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

117 Phone 345-8711

HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

June 28, 1973

James A. Redden
State of Oregon
Treasury Department
Salem, Oregon 97310

Attention: Merle Crowe, Cashier

We would like to recall Alabama Power Bond #5012 ($1,000.00), Safekeeping Receipt #779 deposited in lieu of retainage on Oregon State Highway Department Contract #7861 (Corvallis Signals).

Oregon State Highway Department Contract #7780 is complete. You are holding Alabama Power Bond #4645, Receipt #778, in lieu of retainage on this project. Will you please clear and transfer this bond to Oregon State Highway Department Contract #7861 (Corvallis Signals).

HAMILTON ELECTRIC, INC.

Allen E. Hamilton, Jr. Sec.-Treas.

BY: Betty L Hanson

BLH/ss

232 WEST 5th AVENUE 503/345-8711 POST OFFICE BOX 708 EUGENE, OREGON 97401

7769

May 15, 1973

Great American Insurance Co.
2030 9th Avenue
Seattle, Washington 98121

Gentlemen:

On May 15, 1973, we wrote to you concerning release of final payment on Contract No. 7769 awarded to Hamilton Electric, Inc., for traffic signal installation on the Oregon Coast Highway at Broadway in Seaside in Clatsop County.

Final payment on this contract is $34.35 and the total contract amount is $20,687. No work was performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. H. Graham, Assistant Secretary

fhm
cc Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97401

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

7762

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 14, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7769, Work Completed January 25, 1973

Project Oregon Coast Highway at Broadway (Seaside)

Highway Oregon Coast, County Clatsop

Type of Work Traffic Signal Installation

Contractor Hamilton Electric, Inc.

Recommended Acceptance Date May 11, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 29, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart
V. Gallagher, File

4-1137[5]

CITY of SEASIDE

OREGON'S
FAMOUS
ALL-YEAR
RESORT

SEASIDE, OREGON
BURTON M. LOWE
CITY MANAGER

7769

February 8, 1973

Mr. Gareld Inloes
Resident Bridge Engineers
Oregon State Highway Division
P.O. Box 1104
Astoria, Oregon 97103

Re: Contract No. 7769 - Oregon Coast Highway at Broadway (Seaside)

Dear Mr. Inloes;

The traffic signal installation, as called for in the above listed contract; has been completed to our satisfaction.

Sincerely,

Burton M. Lowe

Burton M. Lowe
City Manager

BML/tr

cc Construction
County City
Programing
Secretary

7769

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Oregon Coast Hwy. at Broadway (Seaside)		WEEK ENDING: 26 January
		SECTION PREFIX: 4-1132
HIGHWAY: Oregon Coast		COUNTY: Clatsop
NAME OF JOB: Seaside Traffic Signal	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Hamilton Electric, Inc.	CONTRACT NUMBER: 7769	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 6 July 72	DATE WORK STARTED: 3 Oct. 72	ESTIMATED COMPLETION DATE: 25 January 73
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 170	WORK DAYS USED / CALENDAR DAYS USED: 178
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 98.3
PROJECT AUTHORIZATION: $24,602.62	ENGINEERING AUTHORIZATION: $2,148.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $22,453.92	ENGINEERING COST TO DATE: $2,085.62	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $22,453.92		DATE PROJECT WAS COMPLETED: 25 January 73
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 97 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT 1					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 21	Partly Cloudy	1		
MONDAY 22	Partly Cloudy	1		
TUESDAY 23	Cloudym	1		
WEDNESDAY 24	Rain	1		
THURSDAY 25	Partly Cloudy	1		
FRIDAY 26	Partly Cloudy	0		
SATURDAY 20	Cloudy	1		

RECEIVED JAN 29 1973 CONSTRUCTION

Pease
Glenn
Litchfield
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 21	No work
22 MONDAY	Finished placing backfill behind curb and placed A.C. Sidewalk around curb.
TUESDAY 23	Removed old pole foundations, patched condrete sidewalk and completed jobsite clean-up. Signals are on flashing, waiting to be turned on by Salem personnel.
24 WEDNESDAY	Signals were turned on at 11:30 A.M. All controller equipment working properly. Final inspection was given project today by Richard Kuehn, Eldon Everton, Gareld Inloes, and Burton Lowe, (Seaside City Manager. Pole base grout pads were found to need corrective work. Ken Hamilton was advised of this by telephone at 4:30 P.M.
25 THURSDAY	Two men completed grout pad corrective work in P.M. Job is complete.
FRIDAY 26	
SATURDAY 20	Failsafe Unit was repaired by Ed Gossack this P.M. ~~Nexxxrk~~

REMARKS

Final inspection of project was given Wednesday, 24 January.

Grout pad corrective work was completed Thursday, 25 January 73.

SIGNED Gareld Inloes LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

5

7769

Salem, Oregon
September 26, 1972

First Mortgage Bonds
Hamilton Electric, Inc.
Contract Nos. 7780 and 7769

Mr. V. L. Skoog
Attn: Clare Palmer
Mr. C. T. Keasey
Attn: John Bond
Mr. L. H. Young
Attn: Vince Gallagher

-cancelled 6-9-71
in #7780

Attached are copies of a letter and a receipt from the State Treasurer advising of the receipt of First Mortgage Bonds in the amount of $2,000 from Hamilton Electric Inc., in lieu of retainage on Contracts Nos. 7780 and 7769.

We have retained copies for the General Files (filed under the contract numbers) and in our office under the name of the contractor.

C. W. Head, Secretary

flm
Att.

9/28/72
MR. Hamilton informed
my phone today
$1,000 each contract
C.H.

Notified
Clare Palmer, 9/28/72
Ext 6334
CH

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 506

SAFEKEEPING RECEIPT

Received for Account of H.F. Hamilton Electric Contractors Inc.

Date Sept. 20, 1972

Address 232 West 5th Ave., Eugene, Oregon 97401

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Alabama Power Company 9% First Mortgage Bonds Series 2000 Registered in name of Hamilton Electric Inc. Dated Aug 15, 1972 Due 11-1-2000	4645 5012	2	1,000				2,000.00
							2,000.00

Purpose of Deposit In Lieu of retainage State Highway Contract No. 7760 and 7769

Authority Chapter 746 O.L. 1971

Countersigned by [signature] Deputy Cashier

[signature] State Treasurer

SPECIAL INSTRUCTIONS

MISSION

State of Oregon

Treasury Department
Salem 97310

ROBERT W. STRAUB
State Treasurer

Sept. 20, 1972

H. E. Hamilton Electric Contractors Inc.
232 West 5th Avenue
Eugene, Oregon 97401

Gentlemen:

Per instructions from the Department of Transportation, State Highway Division, we are enclosing safekeeping re receipt No. 506, dated Sept. 20, 1972, in the amount of $2,000.00, Alabama Power Company First Mortgage Bonds 9% due 11-1-2000.

The bonds are in lieu of retainage on State Highway Contracts 7769 and 7730.

Very truly yours,

ROBERT W. STRAUB, State Treasurer

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Highway Division
attn: Cecil Head

RECEIVED
SEP
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

COPY

RECEIVED
JUL 26 1972
FOR FILING

7769

July 25, 1972

Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7769 for traffic signal installation on the Oregon Coast Highway at Broadway Street in the City of Seaside in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Great American Insurance Company
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
Gareld Inloes

RECEIVED
JUL 20 1972
FOR FILING

7769

July 19, 1972

Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97401

Attention: Emerson Hamilton

Gentlemen:

This will acknowledge receipt of two copies of Contract No. 7769 and your letter attached to the contract requesting information on depositing bonds in lieu of retainage on this contract.

We are forwarding a copy of your letter and a descriptive copy of the bonds to the State Treasurer, Attention: Mr. Merle A. Crowe. He can advise you if what you propose is acceptable to his office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:dr

bc Robert W. Straub
Attn: Merle A. Crowe

Files

HE
ELECTRICAL CONTRACTING

July 18, 1972

Oregon State Highway Division
Salem, Oregon

Re: Contract #7769

Enclosed are two copies of the signed contract with the required performance bond.

We wish to exercise section 109.09 of the Special Provisions by depositing with you bonds equal to 5% of the amount of the contract. Enclosed is a descriptive copy of the bonds we intend to assign.

Will you please send us the assignment form you require.

HAMILTON ELECTRIC, INC.

Emerson Hamilton

EH/bh

Kathe,
I will take care of
the last Par
JL

RECEIVED
JUL 19 1972
OREGON
STATE HIGHWAY COMMISSION

232 WEST 5th AVENUE 503/345-8711 POST OFFICE BOX 708 EUGENE, OREGON 97401

Clear 4th

TYPE
1. CASH ACCT.
2. MARGIN ACCT.
3. SHORT ACCT.
4. SPECIAL BOND
5. SPEC. SUBSCRIPTION
6. CONVERTIBLE DEBT SECURITY
8. WHEN ISSUED

HARRIS, UPHAM & Co
INCORPORATED
MEMBERS NEW YORK STOCK EXCHANGE

845 EAST PARK STREET
EUGENE, OREGON 97401

THIS AND OTHER TRANSACTIONS ARE SUBJECT TO TERMS AND CONDITIONS EXPRESSED ON THE REVERSE SIDE HEREOF.

ALL CHECKS, INSTRUCTIONS, ETC., SHOULD BE SENT TO THE OFFICE SERVICING YOUR ACCOUNT.

ACCOUNT NUMBER	★	QUANTITY	DESCRIPTION	SECN	PRICE	AMOUNT	STATE TAX OR INTEREST	SEC. FEE OR POSTAGE	COMMISSION	NET AMOUNT
176 1595 B		1000	ALABAMA POWER CO 9 NOV 2000	1	108¼	108250	2075		1500	111825

tde 7/17/72
stl 7/24/72

76 1595 62

HAMILTON ELECTRIC CO.
P. O. BOX 708
EUGENE, OREGON 97401

★
B-YOU BOUGHT
S-YOU SOLD

On other than round lots (normally 100 shares) on all exchanges an amount has been added to the price on purchases or deducted on sales. On the New York Stock Exchange this amount is 25¢ per share for stocks selling at $55 or above, and 12½¢ for stocks selling below. In all other cases an explanation will be provided on request.

ON PURCHASES OUR RULES AND REGULATIONS REQUIRE PAYMENT ON OR BEFORE DATE DUE.

RECEIVED
JUL 11 1972
FOR FILING
7769

July 6, 1972

Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on July 6, 1972, awarded to you State Highway Contract No. 7769 in the amount of $20,687 for traffic signals on the Oregon Coast Highway at Broadway Street in Seaside in Clatsop County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Dunn, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C.W. Read, Assistant Secretary

CWR

cc C. T. Keaney
Walt Hart
Wm. Gedbal (SAIF)
J. B. Boyd
Gerald Inlows

RECEIVED
MAY 9 - 8:2 10
FOR FILING

7769

May 5, 1972

Mr. Burton M. Lowe
City Manager
City Hall
Seaside, Oregon 97138

3495
4344
4480
4504
109

Dear Mr. Lowe:

I have your letter of April 25 requesting the use of mast arms for the traffic signal installation at the intersection of Roosevelt Drive and Broadway in Seaside.

It is found that it will be possible to use mast arms for this installation. Such will be specified on the plans.

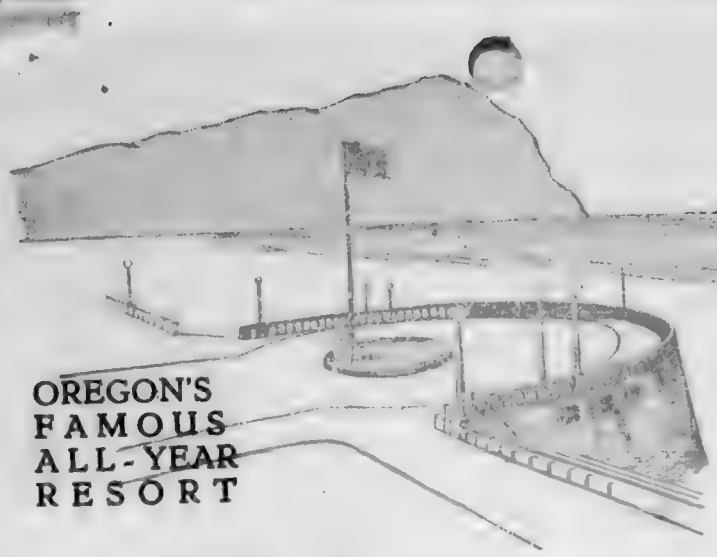
Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

VPJ:sv el
bcc: Tom Edwards
F. B. Klaboe
L. E. George
J. B. Boyd



CITY of SEASIDE

SEASIDE, OREGON
BURTON M. LOWE
CITY MANAGER

April 25, 1972

Mr. F. B. Klaboe
Assistant State Hwy. Engineer
Highway Building
Salem, Ore. 97310

Dear Mr. Klaboe:

We met today with Mr. James O. Butler, Assistant Signal Engineer, to discuss the signalization at Highway 101 and Broadway.

Mr. Butler informed us that the design of the installation had not yet been determined i.e., whether mast arms or span wires would be utilized.

As you know, the City of Seaside has recently completed the installation of signals at two intersections on Broadway. We selected mast arms for these installations for the following reasons:

(a) Ability to withstand gale force winds.
(b) Elimination of confusion of swinging signal heads, caused by wind.
(c) Clean, modern-appearing vs. visual clutter.

We would strongly urge your department to give favorable consideration for a mast arm type installation.

Sincerely,

Burton M. Lowe
City Manager

BML/m

CC: The Honorable George F. Cole, Seaside
Mr. Dave Cavaya, Mgr., P.P.& L., Seaside

RECEIVED
APR 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 28 1972
TRAFFIC ENGINEERING

NOTED
R. L. [illegible]DER

RECEIVED
APR 24 1972

FOR FILING

7769

DATE April 21, 1972

3445
4344 TO Oregon State Highway Commission
4480
4564 FROM Tom Edwards
State Highway Engineer

SUBJECT **Traffic Signal Installation**
Oregon Coast Highway at Broadway
Seaside

On February 22 you approved an agreement with the City of Seaside for the installation of traffic signals at the above intersection. The total estimated cost of the installation was $20,000, to be charged to current Minor Betterment Funds.

It is more appropriate that this project be charged to the current State Construction Program, with bids to be opened on June 29. Your approval is recommended.

This item will be on the agenda for your consideration at the May 16 meeting.

VPJ:lp cg

bc: Floyd Query
George M. Baldwin
F. B. Klaboe
R. L. Schroeder
E. S. Hunter
L. E. George
H. S. Cox
J. B. Boyd
V. E. Skoog
Gary Ross
Gary Sund
L. H. Young

RECEIVED
MAR 21 1972

FOR FILING

7769

March 20, 1972

3495
4344
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4504

Mr. Burton M. Lowe
City Manager
City of Seaside
City Hall
Seaside, Oregon 97138

Dear Mr. Lowe:

This will further respond to your letter of March 2 concerning the proposed traffic signal installation at the intersection of US101 and Broadway in Seaside.

It is planned to open bids on this project June 29, 1972. We will contact you for the purpose of reviewing the signal design prior to that date.

Very truly yours,

George N. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

VPJ:sv jf

bc: Tom Edwards
F. B. Klaboe
L. E. George
J. B. Boyd

RECEIVED
MAR 7 - 1972
FOR FILING

7769

March 7, 1972

City of Seaside
City Hall
Seaside, Oregon 97138

Attention: Burton M. Lowe
City Manager

3495
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4504

Gentlemen:

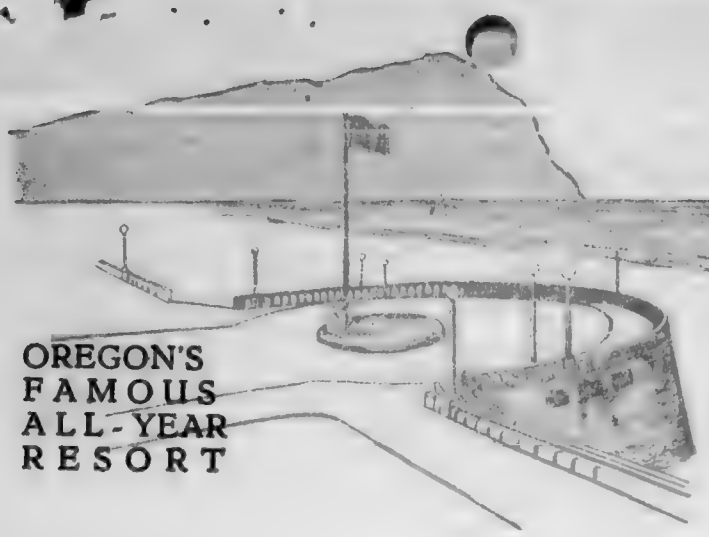
This is in reply to your letter of March 2 concerning the proposed traffic signal installation at the intersection of Broadway and Highway 101 in your City.

We are forwarding a copy of your letter to Mr. L. E. George, Traffic Engineer, to answer your questions concerning this project.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc L. E. George



CITY of SEASIDE

SEASIDE, OREGON
BURTON M. LOWE
CITY MANAGER

March 2, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Att: Mr. C.W. Head, Assistant Secretary

5-V
2-22-72

Dear Mr. Head:

This is to acknowledge receipt of our executed copy of our agreement for the installation of traffic signals at the intersection of Broadway and Highway 101 in Seaside.

Will you please advise us regarding your schedule for the actual installation.

We would also request a mutual review of the signal design plans as provided for in Section 1, under General Provisions.

Sincerely,

Burton M. Lowe

Burton M. Lowe
City Manager

BML/kg

Cc

RECEIVED
MAR - 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD OUERY

NOTED
C. W. HEAD

RECEIVED
MAR 2, 1972

FOR FILING

7769

5V

2-22-72

March 1, 1972

City of Seaside
City Hall
Seaside, Oregon 97138

Attention: Burton M. Lowe
City Manager

MISC. CONTRACTS and AGREEMENTS No. 4427

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals at the intersection of Roosevelt Drive (Oregon Coast Highway) and Broadway.

We have retained a fully executed copy of this agreement for the Commission's files.

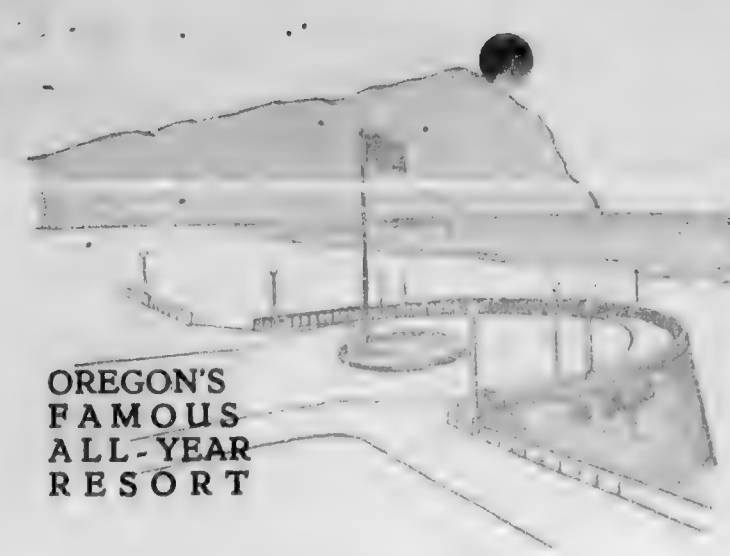
Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn
Att.

cc L. E. George
(conf. agree. att.)



CITY of SEASIDE

SEASIDE, OREGON
BURTON M. LOWE
CITY MANAGER

January 24, 1972

Mr. F.B. Klaboe
Asst. State Highway Engineer
Oregon State Highway Division
Highway Bldg.
Salem, Ore. 97310

Re: Signalization - Broadway & 101 - Seaside

Dear Mr. Klaboe:

We are pleased to forward the enclosed executed agreement providing for the signalization of Broadway and Highway 101 in Seaside.

We apologize for the delay. The forms were misfiled and have just now been found.

The City Council does not feel that the volume of rail traffic warrants the signalization and interconnection of the railroad crossing.

We would be interested to know what the timetable will be for completion of the project.

Thank you for your consideration and interest in our mutual traffic problems.

Sincerely,

Burton M. Lowe

Burton M. Lowe
City Manager

BML/mc

Enclosures (3)

NOTED
R. L. SCHROEDER

NOTED
TRAFFIC CONTROL
ENGINEER

RECEIVED
JAN 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

1-25-72
Klaboe
TPA

RECEIVED
FEB 16 1972
FOR FILING

7769

February 15, 1972

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OREGON STATE HIGHWAY COMMISSION

Gentlemen:

An agreement has been executed with the City of Seaside for the installation of traffic signals at the intersection of Roosevelt Drive (Oregon Coast Highway) and Broadway in that City.

By the terms of the agreement, the State will pay all cost of the original installation and care for future maintenance. The City will care for future power costs.

The total cost of the installation is estimated to be $20,000, and will be charged to Current Minor Betterment Funds.

Your approval of the agreement and authorization for the Secretary to sign is recommended.

This matter will be on the agenda for the February 22 meeting.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

VPJ:pb jb

bc: Floyd Quary
George M. Baldwin
F. B. Klaboe
R. L. Schroeder
E. S. Hunter
Gary Ross
L. E. George
H. S. Cox
V. E. Skoog
Gary Sund
J. B. Boyd

RECEIVED
NOV 8 - 1971
FOR
7769

November 4, 1971

4495
4344
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4504

Mr. Burton Lowe
City Manager
City of Seaside
City Hall
Seaside, Oregon 97138

Dear Mr. Lowe:

As I wrote in my October 22 letter, funds for traffic signal installations for the current biennium are rapidly being depleted. The Highway Division will, however, enter into a cooperative agreement with the City of Seaside for a traffic signal installation at the intersection of US101 at Broadway.

As we indicated about a year ago, this intersection is the more critical one insofar as traffic conditions are concerned. It was our opinion that since train crossing volumes on the adjacent railroad grade crossing were rather low, signalization of the railroad crossing and interconnect of rail signals to traffic signals would not be a prerequisite for installing traffic signals at the intersection. It should be clearly understood, however, that the final decision on this matter rests solely with the City.

Enclosed are two copies of an agreement involving simple signalization of the intersection without interconnection to train signals. If this proposal is agreeable with the City, please execute the agreements and return them to this office for further processing. An ordinance should be passed by the City enabling this agreement and a copy attached to the executed agreements.

If the City desires to consider railroad grade crossing signals interconnected into the traffic signal, it will be

necessary to revise the agreement. The State would have no financial interest in the railroad grade crossing signal or in the associated equipment necessary for interconnect.

Very truly yours,

R. L. Porter
State Highway Engineer

By

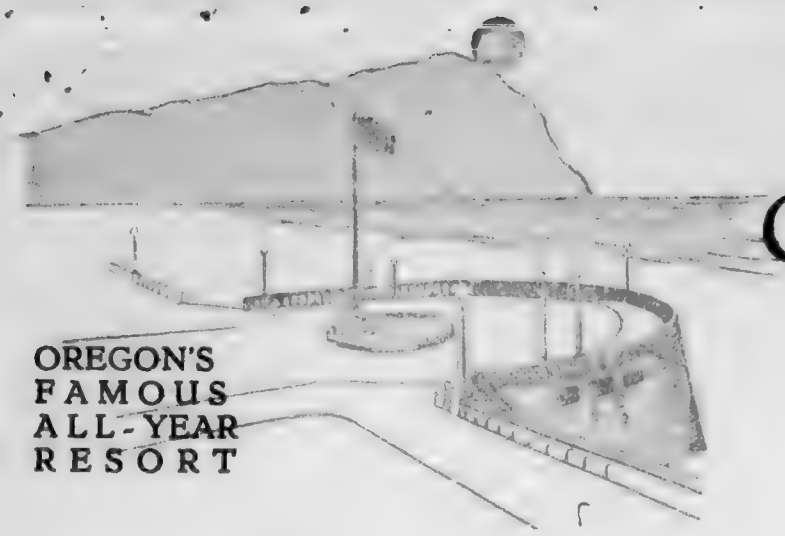
F. B. Klaboe
Assistant State Highway Engineer

Encs.

cc Lon Topaz - P.U.C.

bc R. L. Porter
Tom Edwards
L. E. George
J. B. Boyd -att.
H. S. Cox

LEG:lp ms



CITY of SEASIDE

SEASIDE, OREGON
BURTON M. LOWE
CITY MANAGER

October 25, 1971

Mr. F. B. Klaboe
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

RE: Traffic Signals - Seaside

Dear Mr. Klaboe:

Thank you for your prompt reply to our recent letter regarding the installation of signals at the intersections of U.S. 101 at Broadway and Avenue "U".

We are somewhat surprised to learn that the two intersections referred to are considered to be "marginal". No mention was made of this marginal status in your letter of August 6, 1970 in which your department indicated that signalization was warranted at both intersections.

We would again respectfully request consideration for signalization at the intersections referred to above, and your advice regarding formal application procedure.

Sincerely,

Burton M. Lowe

Burton M. Lowe
City Manager

BML:kg

cc: The Honorable George F. Cole, Seaside

RECEIVED
OCT 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Chg to George —
10-27-71
pl discuss

NOTED
F. B. KLABOE
OCT 27 1971
TRAFFIC ENGINEER

RECEIVED
OCT 26 1971
FOR FILING

7769

October 22, 1971

3495
4344
4480
4504

Mr. Burton M. Lowe
City Manager
City of Seaside
City Hall
Seaside, Oregon 97138

Dear Mr. Lowe:

Your recent letter requested consideration of the installation of traffic signals in Seaside at the intersections of US101 at Broadway and Avenue "U".

As you stated, the Highway Division did recently conduct a signal investigation at these locations at which time we indicated that the warrant for the need for traffic signals at the Broadway intersection was extremely marginal. The traffic conditions at Avenue "U" do fulfill the requirements for the traffic signal warrants.

It is realized that some time ago the Highway Division did indicate that it would be willing to recommend a cooperative project at each of these locations; however, the demands for signal installations on a statewide basis have been so great that funds for this type of work are being rapidly depleted.

Since conditions at both intersections under question are rather marginal in nature, it is suggested that we defer any signal projects until funds are available for financing the installation.

Very truly yours,

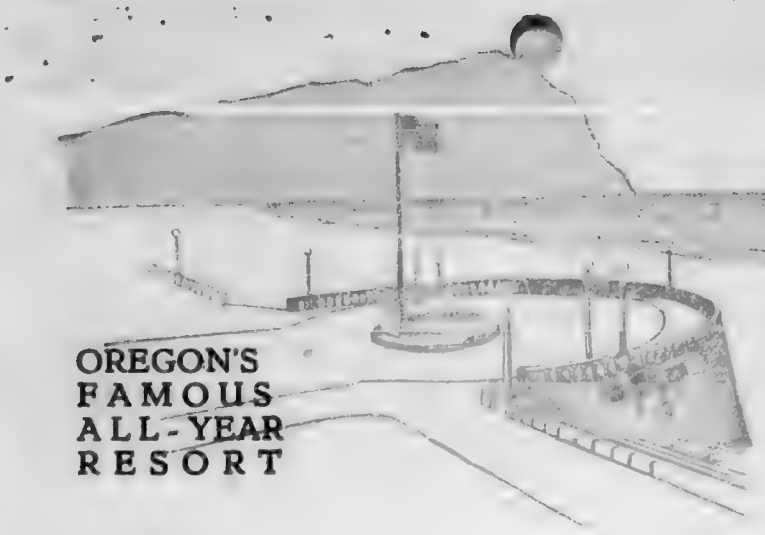
R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc R. L. Porter
Tom Edwards
L. E. George
J. B. Boyd (enc.)

LEG:lp ja



OREGON'S
FAMOUS
ALL-YEAR
RESORT

CITY of SEASIDE

SEASIDE, OREGON
BURTON M. LOWE
CITY MANAGER

Mr. F. B. Klaboe
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

RE: Traffic Signals - Seaside

Dear Mr. Klaboe:

The City of Seaside has been conerned about traffic congestion on Highway 101, at Broadway and Avenue U, especially during the tourist season.

Last year, at our request, your department conducted a study of traffic conditions at these two intersections and, in your letter of August 6, 1970, indicated that signalization was warranted at both locations.

We respectfully request consideration for signalization of the intersection referred to above under the provisions of your newly adopted policy regarding Cooperative Traffic Signal Projects.

We will appreciate your advice regarding procedure from this point.

Sincerely,

Burton M. Lowe

Burton M. Løwe
City Manager

BML:kkg

RECEIVED
OCT 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 19 1971
TRAFFIC ENGIN...

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OCT 15 1971
FOR FILING

7769

October 14, 1971

4344
3495 4480

Mr. B. M. Lowe
City Manager
City Hall
Seaside, Oregon 97138

Dear Mr. Lowe:

Your recent letter requested a meeting with a representative of the Highway Division to discuss the new policy concerning traffic signal and illumination projects as it affects the City of Seaside.

Mr. L. E. George of our Traffic Engineering Section is available to meet with you in your office on Monday, October 18, at 10:30 a.m.

If this is in conflict with your schedule, will you please advise us. Otherwise, we will assume that the appointment meets with your approval.

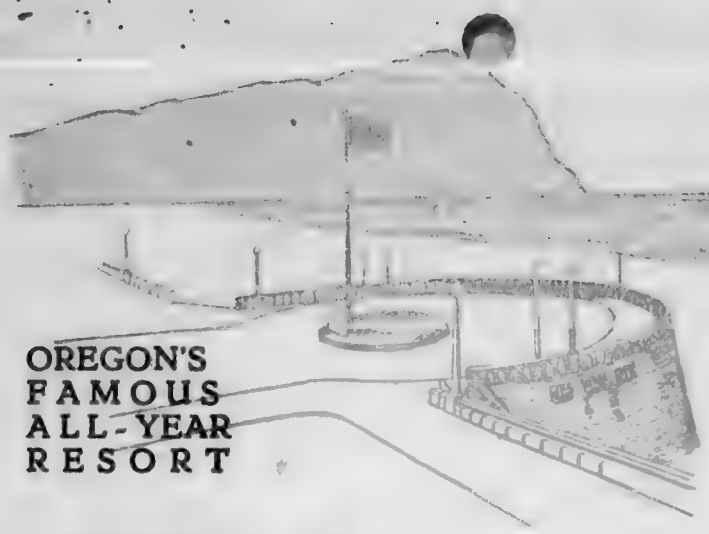
Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

LEG:pb kw
cc R. L. Porter
F. B. Klaboe
H. S. Cox
L. E. George
J. B. Boyd



OREGON'S
FAMOUS
ALL-YEAR
RESORT

CITY of SEASIDE

SEASIDE, OREGON
BURTON M. LOWE
CITY MANAGER

October 4, 1971

Mr. R.L. Porter, State Hwy. Engineer
Oregon State Hwy. Division
Highway Building
Salem, Oregon 97310

RE: Traffic Signals - U.S. 101, Seaside

Dear Mr. Porter:

On August 17, 1971, we requested a meeting, with representatives from your department, to discuss the implications of the new policy relating to cooperative traffic signal projects, as announced by the League of Oregon Cities.

At that time you advised that the announcement was premature, and suggested that any meeting, in this regard, be held in abeyance until the policy had been officially adopted.

It is our understanding that a new policy, relating to Cooperative Traffic Signal Control Projects, has now been adopted.

This is to request a meeting, with a representative from your department, to discuss the new policy as it affects Seaside.

Sincerely,

Burton M. Lowe
City Manager

BML:mc

RECEIVED
OCT 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OCT 8 1971
TRAFFIC ENGR.

RECEIVED
AUG 25 1971
FOR FILING

7769

August 25, 1971

Mr. Burton H. Lowe
City Manager
City of Seaside
City Hall
Seaside, Oregon 97138

4344
3445

Dear Mr. Lowe:

Your recent letter requested a meeting with a representative of the Highway Division to discuss the ramifications of a new policy involving cooperative traffic signal projects.

The policy is not as yet official, even though it was announced in the League of Oregon Cities' publication recently. The Highway Division and the League office in Salem have been working together to evolve such a policy that would entail different aspects of signal installations, such as initial cost, maintenance and power costs. The policy statement will be considered by the Highway Commission at its September 7 meeting, after which it will receive statewide distribution through the League of Oregon Cities' office.

It is felt that it would be more appropriate to hold in abeyance any discussions concerning this policy until it has been officially adopted and copies distributed by the League office.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Karl Van Asselt, League of Oregon Cities
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. E. George
J. B. Boyd

LEG:mb srb

OREGON'S
FAMOUS
ALL-YEAR
RESORT

AUG 19 1971
TRAFFIC ENG'R

CITY of SEASIDE

SEASIDE, OREGON
BURTON M. LOWE
CITY MANAGER

Edwards

Orig to
RLPorter
Cpies
Edwds

8-18

August 17, 1971

Mr. R.L. Porter, State Hwy. Engineer
Oregon State Hwy. Division
Highway Building
Salem, Oregon 97310

Re: Traffic Signals - U.S. 101, Seaside

Dear Sir:

On August 6, 1970, you wrote to the City of Seaside regarding the installation of traffic signals at the intersection of Broadway and 101 and Avenue "U" and 101.

At that time you indicated that the signalization of these intersections was warranted, and that, under the existing policy, you could participate to the extent of one-half of the installation costs.

It has come to our attention that you have recently adopted a new policy regarding installation and maintenance of traffic signals. We are particularly interested insofar as it may affect cities under 5,000.

We would like to meet with a representative of your office to discuss the ramification of your new policy.

Sincerely,

Burton M. Lowe

Burton M. Lowe
City Manager

BML:mc

CC: The Honorable George F. Cole

RECEIVED
AUG 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 27 1970
FOR FILING

7769

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

August 25, 1970

To: MEMO TO FILE

SUBJECT: Traffic Signals
Oregon Coast Highway
Seaside

3494

Attached is a report from Val Johnson concerning a recent meeting with the City Manager of Seaside concerning both traffic signal installations and in the course of the discussion the Seaside Bypass.

The report is self-explanatory.

L. E. George
Operations Engineer

LEG:mk
Attachment
cc: F. B. Klaboe w/attach.
R. D. Asburry w/attach.

RECEIVED
AUG 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

NOTED
R. L. PORTER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 19, 1970

SUBJECT: Traffic Signals
Oregon Coast Highway
Seaside

To: L. E. George
Operations Engineer

O F F I C E

As instructed I did, on August 18, contact Mr. Burton M. Lowe, City Manager, Seaside, and discuss with him the matter of signalization of the intersections of the Oregon Coast Highway with Broadway and Avenue "U" in Seaside.

In addition to Mr. Lowe and the writer the following people were present:

Elmer C. Goodman, Mayor
Vern Stratton, County Commissioner
Hiram C. Johnson, County Commissioner
John Dooley, County Roadmaster

I was asked to explain the State Highway Division's policy concerning traffic signal installations and did so. There had been a thought by Mr. Lowe that because two of the three legs of the Avenue "U" intersection were State Highways the State would bear two-thirds of the cost.

At that point all present except the writer engaged in a discussion of the US101 bypass and whether signals would be needed if the bypass were constructed. After a half hour of discussion they decided to contact the Highway Division through the local Council of Governments and reopen the bypass question.

The meeting closed with my being told that they would withhold any decision on the signals until they had given the matter further study. Mr. Lowe told me privately after the meeting that he believed that the City would want to proceed with the Broadway signal in the not too distant future regardless of the County's decision on Avenue "U".

Val Johnson
Traffic Control Engineer

NOTED
L.E. GEORGE

VPJ:bls

SP*92479-734

AUG 6 1970
FOR FILING
7764

August 6, 1970

Mr. Burton M. Lowe
City Manager
City of Seaside
City Hall
Seaside, Oregon 97138

3495

Dear Mr. Lowe:

In my letter of July 3, it was stated that we would investigate traffic conditions at the intersections of US101 with Broadway and Avenue "U" in Seaside. We have completed our investigation.

It was found that traffic signals are warranted at the Broadway intersection. Although it is possible to signalize the adjacent railroad crossing and interconnect the traffic and railroad crossing signals, train volumes are on the order of only three per month. With such low train volumes, it is not believed that signalization of the railroad crossing need be a prerequisite to signalization of the intersection. Signalization of this intersection is estimated to cost $20,000.

Construction of a left-turn refuge at the Avenue "U" intersection would require additional right-of-way, would be quite expensive and is not justified by existing traffic data. Also, the channelization would interfere with access to business establishments on the easterly side of US101. It was also found that signalization of this intersection is warranted. The estimated cost of signals is $18,000.

The State Highway Division is willing to cooperate in the installation of two traffic signals at these two intersections if the City will pay one-half the installation cost and assume future maintenance and power costs. Will you please advise me of the City's desires in this matter.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
R. B. Sipprell
F. B. Crandall
H. S. Cox
R. D. Asburry

cc: The Honorable George F. Cole

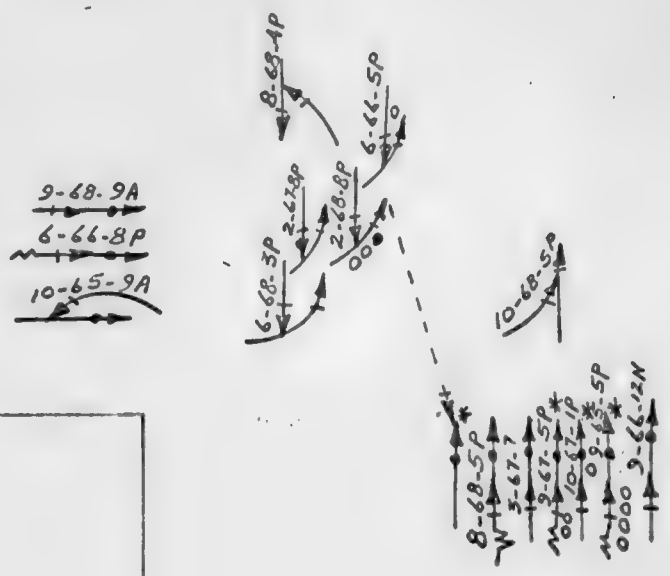
LEG:mk srb

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

South City of Seaside County Clatsop
Intersection of Oregon Coast Hwy. and Avenue "U"
Highway Number 9 (US101) M.P. 22.17
Period Covered 1-1-65 to 4-30-70
Compiled by BC Drawn by _____ Date 7-31-70

LEGEND

- Person Killed
- Pedestrian Killed
- * Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe



- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Fatal: Darkness, raining, Ebd car making left turn onto hwy4, struck by Sbd. truck, struck stopped Nbd. Car. 2-3-68-7:45PM 1 Killed, 2 injured.

*- Stopped prior to 4T

Collision Type	1965-1966				1967-1968				1969				4 Mos. 1970				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																				
Rear-end		1	2	3		2	3	5										3	5	8
Sideswipe																				
Turning Movement		1	1	2	1	1	3	5									1	2	4	7
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		2	3	5	1	3	6	10				0				0	1	5	9	15

Form E-261-O-N

FORM E-90-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 29, 1970

To: F. B. Crandall
TRAFFIC ENGINEER

SUBJECT: Traffic Investigations
Oregon Coast Hwy. at Broadway
US101 - Hwy. #9 - M.P. 21.05
and
Oregon Coast Hwy. at Avenue "U"
US101 - Hwy. #9 - M.P. 22.04
Assignment - K3495

This assignment is in response to a request from State Representative, George Cole, on behalf of the city of Seaside that the intersections of US101 and Broadway and US101 and Avenue "U" be reinvestigated. Roger Trygstad contacted Seaside City Manager, Burton Lowe and discussed at great length with him the city's request. Mr. Lowe indicated that the problem was that traffic on these two side streets just could not enter the highway during the summer season. The city desires a traffic signal at both locations.

There are attached two sets of 16-hour traffic counts taken at both intersections. One set of counts was taken during the week; the other set was taken on a weekend. There are also attached for each intersection typical views, a collision diagram, and a traffic signal warrant comparison sheet which compares both weekday and weekend conditions to the minimum warrants for signalization. There is also attached a map that shows the location of the two intersections.

The two intersections will be covered separately in this report.

US101 at Broadway

The intersection of US101 and Broadway is a right angle cross type intersection. Both intersecting streets carry two-way traffic. Broadway is 35 feet in width between curbs west of US101 and 38 feet wide east of US101. US101 is 24 feet in width with 8 feet paved shoulders except that it widens out at the intersection to accommodate a lane for by-passing northbound left turning traffic. There is a flashing beacon at the intersection which flashes amber to US101 and red to Broadway. The intersection is illuminated. There is a 40MPH speed zone on US101. There is a sign "SCHOOL CROSSING" on US101. This intersection is just east of the Seaside business district. The railroad crosses Broadway approximately 85 feet east of the easterly edge of US101. There are two sets of railroad tracks.

The attached collision diagram indicated that there were seven reported accidents at this intersection during the five year-one month period from 1-1-65 to 1-31-70. There were three pedestrian accidents, two angles, one rearend, and one turning movement accidents. Five of the accidents are of the type that might have been prevented by traffic signals.

The weekday traffic count shows 10,530 vehicles entering this intersection and the weekend count shows 13,417 vehicles entering the intersection. The weekend count volumes on the highway are about 5,000 vehicles per day over the 1969 ADT. It can be noted that the volumes on Broadway are actually higher on the weekdays than on the weekends. The left turning movements from the highway are relatively low.

This intersection was investigated in September, 1968 and at that time the city was told that signalization would cost about $30,000 because of the need to install and interconnect a railroad grade crossing signal. We have checked with Mr. Barlow, Train Master of Burlington Northern Railroad, who indicated that this crossing is now almost abandoned. He indicated that there were maybe two or three crossings per month. The PUC has indicated that the train speed limit is 20MPH.

The city is quite anxious to signalize this particular intersection due to the present construction of a new hospital east of the highway. Broadway would most likely be the main approach to the hospital. The location of the new hospital is shown on the attached city map.

US101 at Avenue "U"

The intersection of US101 and Avenue "U" is a right angle "T" type intersection. The highway at this point is generally 24 feet in width with six-foot paved shoulders. There is a widened area opposite the intersection to allow for the passing of a left turning vehicle. The bridge on Avenue "U" just west of US101 is 26 feet in width; sight distance from Avenue "U" is good. The highway at this point is level and tangent, although there is a curve which begins 200 feet north of the intersection. There are several businesses along the east side of the highway. The Necanicum River parallels the highway on the west. There is a 40MPH speed zone on the highway at this point.

The attached collision diagram shows that there were five reported accidents at this intersection during the five year-one month period from 1-1-65 to 1-31-70. There were three turning movement accidents and two rearends. The attached traffic counts show 12,111 vehicles entering the intersection on a weekday with 15,642 entering on a weekend day. The volumes on the highway are about double the 1969 ADT. The traffic on Avenue "U" is higher on the weekday. The left turning movement on the highway was 593 vehicles on the weekday and 739 on the weekend.

Summary

The attached signal warrant comparison sheet shows that both intersections are well over the warrant for the interruption of continuous traffic. The Avenue "U" intersection also meets the warrant for minimum vehicular volumes.

I think that we will have to admit that there is quite a bit of difficulty in entering the highway from these two side streets during the summer monbhs. Traffic signals would definitely help.

In view of the low amount of train traffic at the crossing near Broadway, it is recommended that we do not require signalization of the grade crossing. This would cut the cost of signalizing this intersection about 1/3. At the Avenue "J" intersection it would be desirable to have a left turn refuge. We do not, however, have width available for this. Also, with the many businesses adjacent to the highway, it would probably not be accepted too well. Like I stated before, there is adequate room to pass a stopped vehicle.

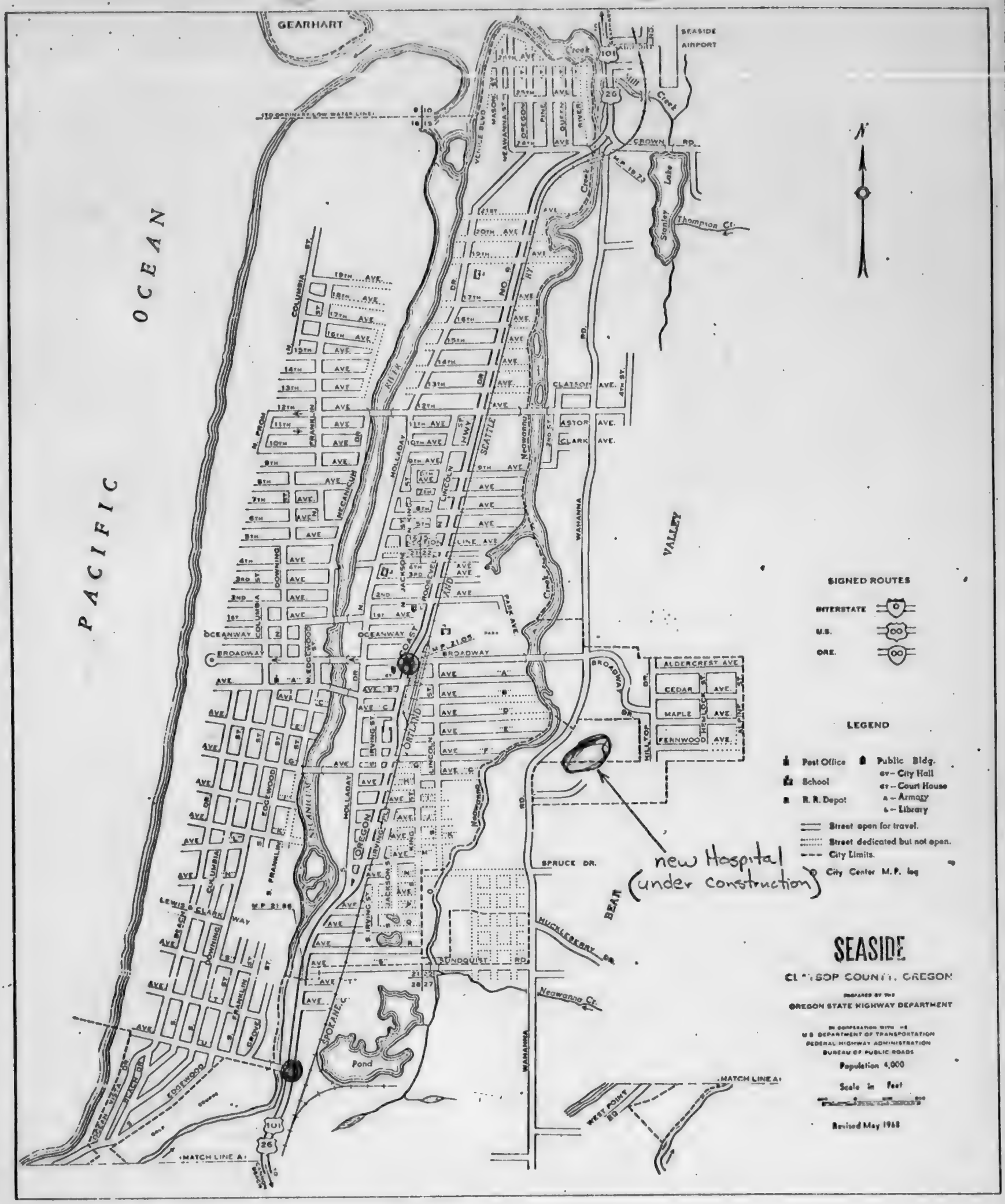
In summary, it is felt that there is adequate warrant for signalizing these two intersection. Mr. Lowe did not know whether or not the city would be financially able to participate in cost, but indicated that they would like to hear our proposal. It is felt that they are most interested in the Broadway intersection.

For R. D. Asburry
REGIONAL ENGINEER

RDA/sr

Attachs.

cc: Eldon L. Everton



● Intersections Investigated

TYPICAL VIEWS

Oregon Coast Hwy. at Broadway
City of Seaside

1) Looking south on US101 from 250 feet north of Broadway.

2) Looking north on US101 from 200 feet south of Broadway.

3) Looking east on Broadway from 200 feet west of US101.

4) Looking west on Broadway from 150 feet east of US101.

3720

1) Looking south on US101 from 250 feet north of Broadway.

2) Looking north on US101 from 200 feet south of Broadway.

3) Looking east on Broadway from 200 feet west of US101.

4) Looking west on Broadway from 150 feet east of US101.

1) Looking south on US101 from 250 feet north of Broadway.

2) Looking north on US101 from 200 feet south of Broadway.

3) Looking east on Broadway from 200 feet west of US101.

4) Looking west on Broadway from 150 feet east of US101.

1) Looking south on US101 from 250 feet north of Broadway.

2) Looking north on US101 from 200 feet south of Broadway.

3) Looking east on Broadway from 200 feet west of US101.

4) Looking west on Broadway from 150 feet east of US101.

TYPICAL VIEWS

Oregon Coast Hwy. at Avenue "U"
City of Seaside

1.
2.
3.

1) Looking north on US101 from 250 feet north of Avenue "U".

2) Looking south on US101 from 250 feet north of Avenue "U".

3) Looking east on Avenue "U" from 200 feet west of US101.

7-22-70

E720

2.
3.

1) Looking north on US101 from 250 feet north of Avenue "U".

2) Looking south on US101 from 250 feet north of Avenue "U".

3) Looking east on Avenue "U" from 200 feet west of US101.

3720

3.

1) Looking north on US101 from 250 feet north of Avenue "U".

2) Looking south on US101 from 250 feet north of Avenue "U".

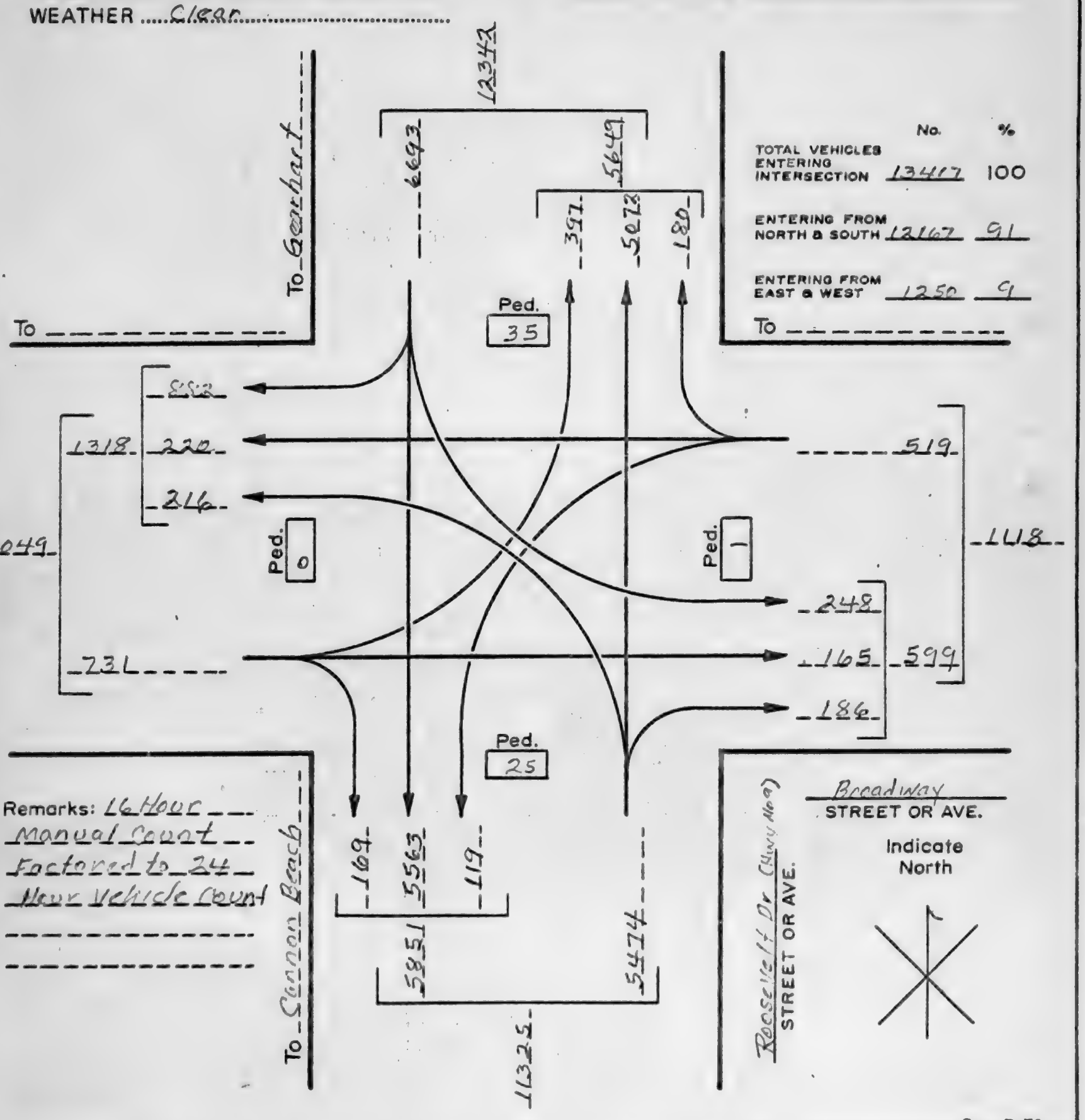
3) Looking east on Avenue "U" from 200 feet west of US101.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE July 18 & 19, 1970
DAY OF WEEK Sat. & Sun.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6:00A - 10:00P
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00A - 10:00P
WEATHER Clear

CITY OR COUNTY Seaside
INTERSECTION OF Oregon Coast Hwy. No 9 (Roosevelt Dr.) & Broadway
MILE POST 21.05 (Hwy No 9)
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	13417	100
ENTERING FROM NORTH & SOUTH	12167	91
ENTERING FROM EAST & WEST	1250	9

To

Remarks: 16 Hour Manual Count Factored to 24 Hour Vehicle Count

Rev. 3-70

Rev. 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date ..... July 13 & 17 - 1970
Day of week ..... Sat. & Sun.
Hours counted ..... 6:00 A.M. - 10:00 P.M.
Weather ..... Clear
Classification ..... All Vehicles
City
Inter
Mile
Class

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total	EN T
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					
A.M.	6:00- 7:00	1	1	2	3	62	92	1	1	2	–	–	3	168	160	95	8	5	
	7:00- 8:00	5	–	15	4	93	110	5	2	5	3	2	5	249	231	93	18	7	1
	8:00- 9:00	1	6	33	6	190	147	9	1	7	5	3	7	415	383	92	32	8	2
	9:00-10:00	14	14	39	12	263	270	14	12	6	4	5	10	663	600	90	63	10	3
	10:00-11:00	14	10	61	24	322	329	10	5	3	6	9	17	810	749	92	61	8	3
	11:00-12:00	15	13	66	24	356	443	8	6	7	15	19	25	997	920	92	77	8	4
	12:00- 1:00	20	10	57	38	486	513	10	11	5	16	17	22	1205	1114	92	91	8	5
P.M.	1:00- 2:00	14	11	85	31	403	440	15	9	7	9	16	13	1013	924	91	89	9	5
	2:00- 3:00	33	18	63	33	403	329	27	15	8	28	14	7	978	863	88	115	12	4
	3:00- 4:00	41	15	56	34	442	329	20	12	7	16	11	13	996	897	90	99	10	5
	4:00- 5:00	17	19	63	18	529	358	23	19	13	21	6	9	1095	997	91	98	9	6
	5:00- 6:00	13	14	51	34	508	428	21	17	19	21	17	19	1162	1040	90	122	10	5
	6:00- 7:00	13	10	60	29	392	277	13	10	6	10	15	20	859	772	90	86	10	4
	7:00- 8:00	4	7	65	26	251	246	13	10	6	7	7	9	681	612	90	69	10	3
	8:00- 9:00	13	9	43	23	179	175	4	13	5	3	8	10	485	423	87	62	13	2
	9:00-10:00	7	7	43	22	148	165	7	7	2	5	2	7	422	375	89	47	11	1
A.M.	10:00-11:00																		
	11:00-12:00																		
	12:00- 1:00																		
	1:00- 2:00																		
	2:00- 3:00																		
	3:00- 4:00																		
	4:00- 5:00																		
	5:00- 6:00																		
	24-Hour total .	348	180	882	397	5563	5072	220	165	119	186	169	216	13417	12167	91	1250	9	6
	16-Hour total .	225	164	802	361	5057	4611	200	150	103	169	154	196	12197	11060	91	1137	9	6
	-Hour total .																		
	Control . . .																		
	Factor . . .																		

Tabulated b
Checked by

Hwy. No 9 ..... St. is North and South

Broadway ..... St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County Seaside

Intersection Oregon Coast Hwy. #9 (US 101) & Broadway

Mile Post 21.05 (Hwy. No. 9)

Classification All Vehicles

Classification

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
								North	East	West	South	North	East	West	South
-	-	3	168	160	95	8	5	65	4	4	95				
3	2	5	249	231	93	18	7	113	10	8	218				1
5	3	7	415	383	92	32	8	224	22	10	159	1			1
4	5	10	663	600	90	63	10	316	34	29	284	4	1		5
6	9	17	810	749	92	61	8	397	23	38	352	5			1
8	19	25	997	920	92	77	8	437	28	49	493	11			3
16	17	22	1205	1114	92	91	8	563	25	66	551	5			6
9	16	13	1013	924	91	89	9	502	33	56	422	4			7
8	14	7	978	863	88	115	12	499	53	62	364				1
6	11	13	996	897	90	99	10	539	42	57	364				
21	6	9	1095	997	91	98	9	609	55	43	388				
1	17	19	1162	1040	90	122	10	572	54	68	468				
0	18	20	858	772	90	86	10	465	29	57	307	2			
7	7	9	681	612	90	69	10	350	26	43	262	1			
3	8	10	495	423	87	62	13	235	18	44	188	2			
5	2	7	422	375	89	47	11	198	16	31	177				
96	169	216	13417	12167	91	1250	9	6613	519	731	5474				
49	154	196	12197	11060	91	1137	9	6054	472	665	4976	35	1		25

Tabulated by WP

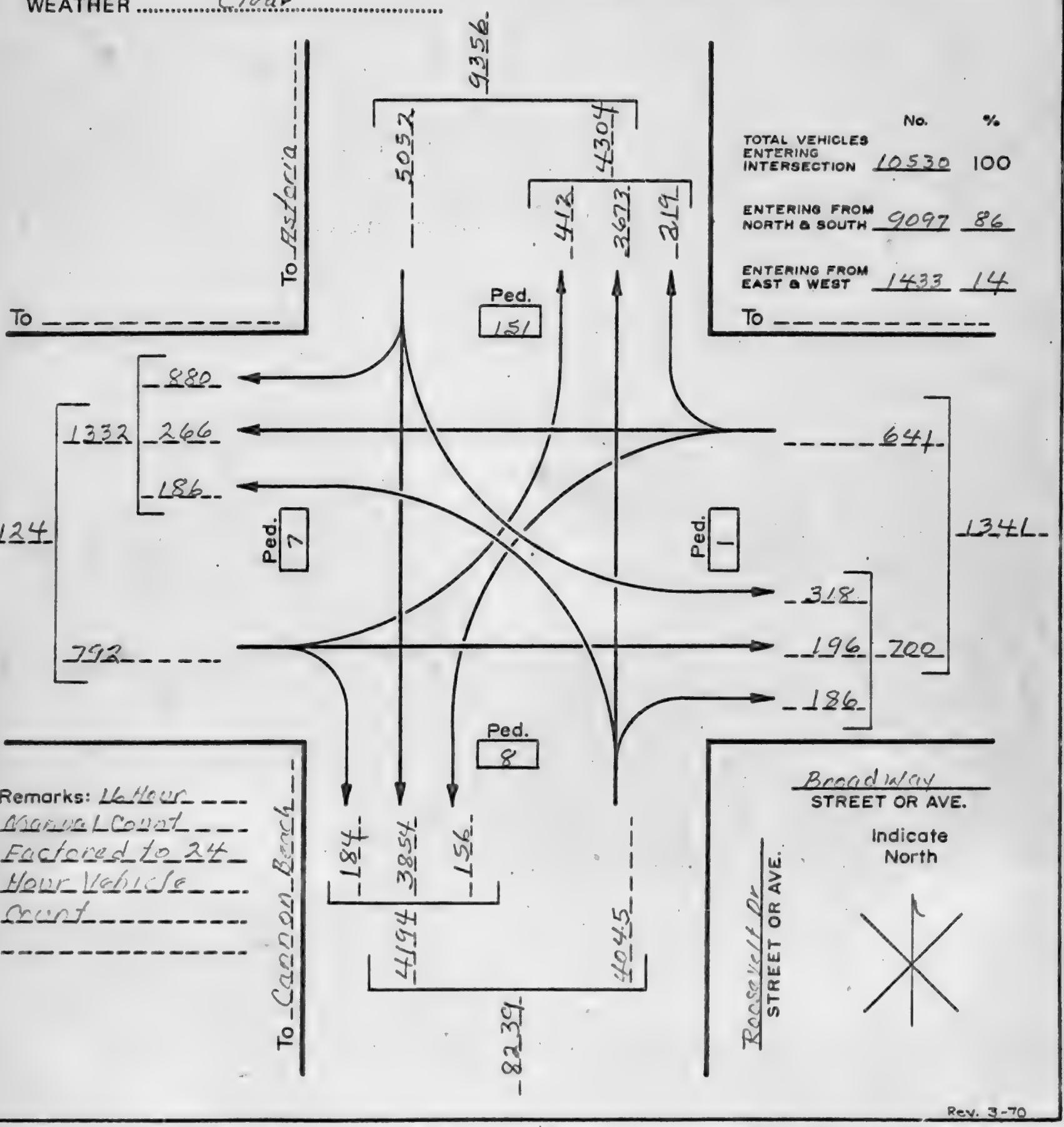
Checked by WT

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE July 17 & 20 - 1970
DAY OF WEEK Fri & Mon
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6:00A - 10:00P
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00A - 10:00P
WEATHER Clear

CITY OR COUNTY Seaside
INTERSECTION OF Oregon Coast Hwy. 101-9 (Roosevelt Dr.) & Broadway
MILE POST 21.05 (Hwy. No 9)
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	10530	100
ENTERING FROM NORTH & SOUTH	9097	86
ENTERING FROM EAST & WEST	1433	14

To

Remarks: 16 Hour Manual Count Factored to 24 Hour Vehicle Count

Rev. 3-70

Rev. 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date ..July 17 & 20 : 1970.....
Day of week ..Fri & Mon.....
Hours counted ..6:00A - 10:00P.....
Weather ..Clear.....

Classification ..All Vehicles.....

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL				
A.M.	6:00– 7:00	2	1	7	9	73	100	2	2	–	2	–	2	200	186	93	14	7
	7:00– 8:00	4	2	16	14	128	115	4	6	3	2	4	5	308	275	89	33	11
	8:00– 9:00	9	16	28	7	160	131	17	6	6	7	9	9	405	344	85	61	15
	9:00–10:00	8	10	37	15	210	170	18	5	4	5	8	10	500	440	88	60	12
	10:00–11:00	18	8	50	21	207	229	25	9	4	11	11	11	604	526	87	78	13
	11:00–12:00	30	19	55	21	260	244	22	5	14	12	9	14	705	615	87	90	13
P.M.	12:00– 1:00	28	18	61	25	251	285	17	12	11	23	13	11	755	659	87	96	13
	1:00– 2:00	20	13	63	31	283	257	13	11	13	14	18	12	748	649	87	99	13
	2:00– 3:00	18	13	64	35	298	238	15	16	8	8	21	17	751	643	86	108	14
	3:00– 4:00	21	13	69	39	303	294	19	15	18	9	17	17	833	713	85	124	15
	4:00– 5:00	33	15	65	25	266	339	26	15	12	14	11	15	936	832	89	104	11
	5:00– 6:00	23	25	52	36	307	262	12	18	18	23	16	13	804	679	84	125	16
	6:00– 7:00	24	14	45	20	219	221	19	15	11	9	2	3	602	521	87	81	13
	7:00– 8:00	25	19	70	25	201	202	15	20	11	13	18	7	626	518	82	108	17
	8:00– 9:00	10	9	66	23	129	132	11	10	3	10	6	16	425	363	85	62	15
	9:00–10:00	11	4	52	29	109	120	7	10	6	8	4	7	367	307	84	60	16
	10:00–11:00																	
	11:00–12:00																	
A.M.	12:00– 1:00																	
	1:00– 2:00																	
	2:00– 3:00																	
	3:00– 4:00																	
	4:00– 5:00																	
	5:00– 6:00																	
	24-Hour total .	318	219	880	412	3854	3673	266	196	156	186	184	186	10530	9097	86	1433	14
	16-Hour total .	289	199	800	375	3504	3339	242	179	142	169	167	169	9573	8270	86	1303	14
	___-Hour total .																	
	Control . . .																	
	Factor . . .																	

Tabul

Check

Roosevelt (Hwy No 9) Dr St. is North and South

Broadway St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County Seaside

Intersection Broadway & Oregon Coast Hwy Hwy. No. 9 (Roosevelt Dr.)

Mile Post 21.05 (Hwy. No. 9)

Classification All Vehicles

Classification

East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS North	East	West	South
—	2	—	2	200	186	93	14	7	82	3	11	104				
3	2	4	5	308	275	89	33	11	153	9	24	122				
6	7	9	9	405	344	85	61	15	197	39	22	147	2		3	
4	5	8	10	500	440	88	60	12	255	32	28	185	3		1	
4	11	11	11	604	526	87	78	13	275	37	41	251	40 5			
14	12	9	14	705	615	87	90	13	345	55	35	270	39 8	1		1
11	23	13	11	755	659	87	96	13	340	46	50	319	14		2	1
13	14	18	12	748	649	87	99	13	366	39	60	283	1 10			1 3
8	8	21	17	751	643	86	108	14	380	36	72	263	11		1	2
18	9	17	17	837	713	85	124	15	393	50	74	320	8			
8	14	11	15	936	832	89	104	11	464	53	51	368	14			
8	22	16	13	804	679	84	125	16	382	55	70	297	5			
1	9	2	3	602	521	87	81	13	288	44	37	233	14			
1	13	18	7	626	518	82	108	17	296	45	63	222	12			1
3	10	6	16	425	363	85	62	15	205	23	39	158	3			
6	8	4	7	367	307	84	60	16	172	17	43	135	1			1
156	186	184	186	10530	9097	86	1433	14	5052	641	792	4045				
142	169	167	169	9573	8270	86	1303	14	4593	583	720	3677	41 110	1	7	4 4

Tabulated by WD

Checked by WP

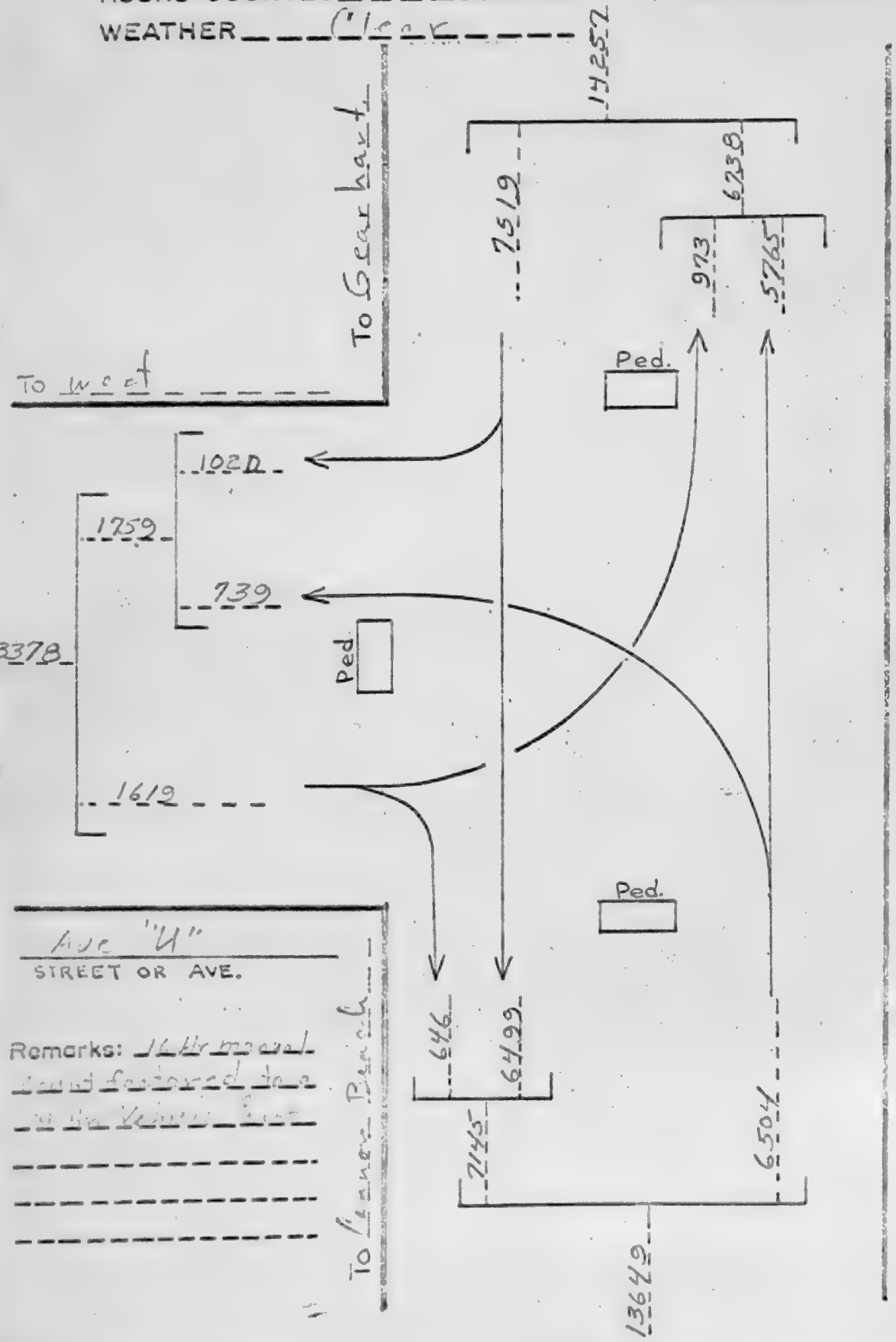
nd South

and West

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE July 18 & 19, 1970.
DAY OF WEEK Sat & Sun
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6A to 10P.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6A to 10P
WEATHER Clear

CITY OF Seaside
INTERSECTION OF Oregon Coast Hwy 101
AND Ave "U"
STATION NO. 1AE-22-04
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	15642	100
ENTERING FROM NORTH & SOUTH	14023	89.6
ENTERING FROM WEST	1619	10.4

Indicate North

Remarks: Ave "U" road factored due to Beach traffic

Rev. 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date Jul 18 & 19, 1970

Day of week Sat & Sun

Hours counted 6A to 10P

Weather Clear

Classification All Vehicles

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL				
A.M.	6:00- 7:00			9	15	41	59					8	4	136	113	83	23	17
	7:00- 8:00			14	40	106	107					17	9	293	236	81	57	19
	8:00- 9:00			48	47	197	161					45	21	519	427	82	92	18
	9:00-10:00			54	71	262	247					56	21	711	584	82	127	18
	10:00-11:00			78	91	429	368					63	69	1113	954	86	159	14
	11:00-12:00			45	60	369	490					23	90	1087	994	91	93	9
	12:00- 1:00			70	78	511	636					32	108	1435	1325	92	110	8
P.M.	1:00- 2:00			72	62	490	446					39	78	1187	1086	91	101	9
	2:00- 3:00			73	63	423	421					35	43	1058	960	91	98	9
	3:00- 4:00			62	74	613	486					41	55	1331	1216	91	115	9
	4:00- 5:00			69	47	624	393					48	39	1225	1130	92	95	8
	5:00- 6:00			78	52	615	438					39	40	1262	1171	93	91	7
	6:00- 7:00			80	63	516	351					39	37	1095	993	91	102	9
	7:00- 8:00			69	54	349	294					44	22	832	731	88	98	12
	8:00- 9:00			40	35	209	157					22	20	483	425	88	57	12
	9:00-10:00			57	33	145	182					21	16	454	405	88	54	12
	10:00-11:00																	
	11:00-12:00																	
A.M.	12:00- 1:00																	
	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
24-Hour total .				1220	973	6[illegible]	5765					646	739	15642	14023	90	1619	10
[illegible]-Hour total .				1[illegible]7	685	5[illegible]3	5[illegible]11					597	672	14220	12748	90	1472	10
[illegible]-Hour total .																		
Control . . .																	Tabulated	
Factor . . .																	Checked	

Or. Coast Hwy ..... St. is North and South

Ave "A" ..... St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County Grants Pass

Intersection Ore Coast Hwy # 7 and Ave U

Mile Post MP 58.24

Classification All Vehicles

Classification

East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
		8	4	136	113	83	23	17
		17	9	293	236	81	57	19
		45	21	519	427	82	92	18
		56	21	711	584	82	127	18
		68	69	1113	954	86	159	14
		83	90	1087	994	91	93	9
		32	108	1435	1325	92	110	8
		39	78	1187	1086	91	101	9
		35	43	1058	960	91	98	9
		41	55	1331	1216	91	115	9
		48	39	1225	1130	92	95	8
		39	40	1262	1171	93	91	7
		39	37	1095	993	91	102	9
		44	22	832	734	88	98	12
		22	20	432	425	88	57	12
		21	16	454	405	88	54	12
		646	739	15642	14023	90	1612	10
		587	572	14220	12748	90	1472	10

ENTERING VOLUMES - SUMMARY BY LEGS

North	East	West	South
50			63
120			116
245			183
316			263
517			437
414			580
581			744
562			524
436			464
675			541
693			437
693			423
695			327
418			316
240			177
202			193
2510			6504
2395			5913

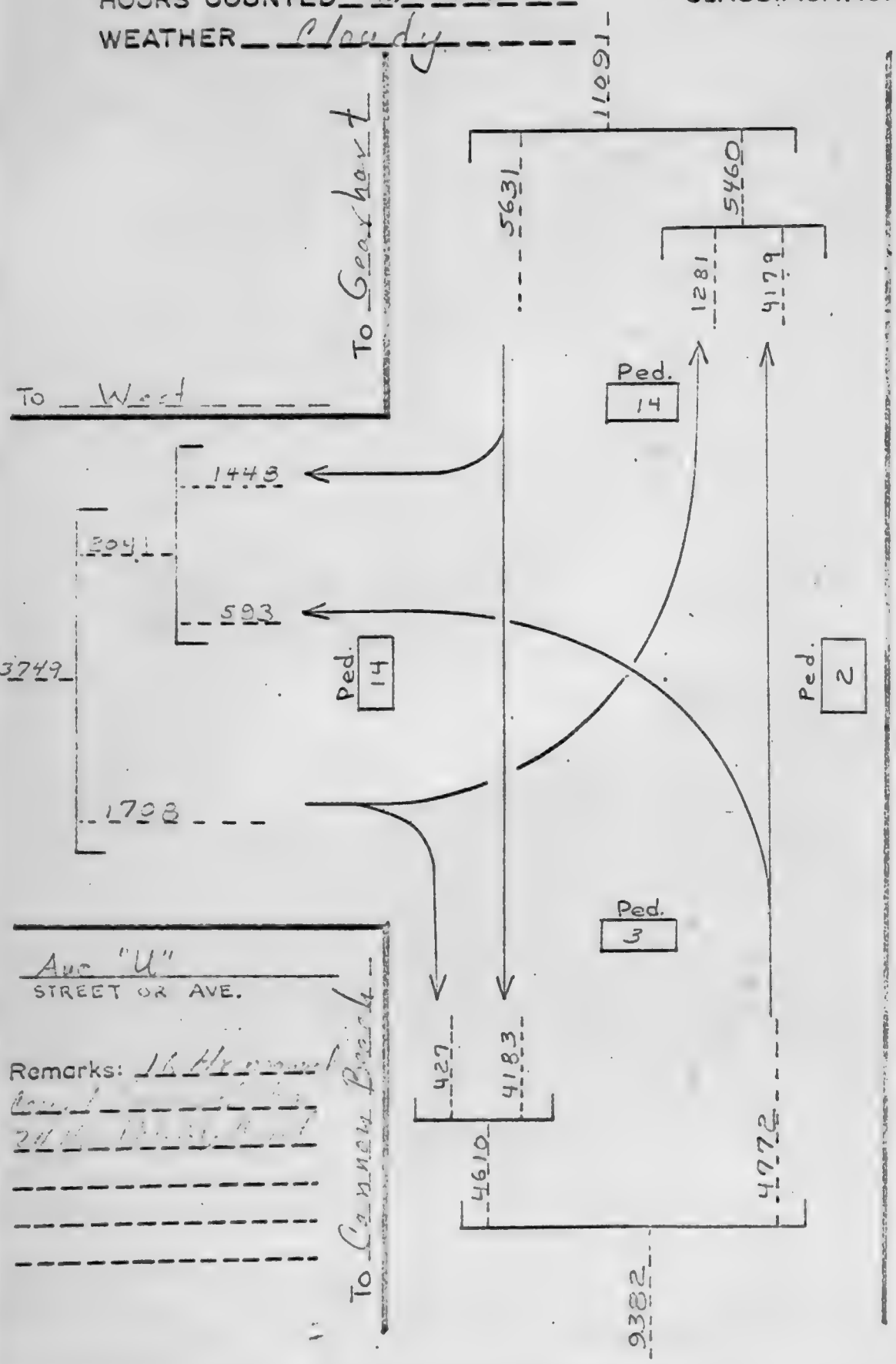
PEDESTRIANS USING CROSSWALKS

North	East	West	South

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE July 21 & 23, 1970.
DAY OF WEEK Tue & Thur
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6A to 10P
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6A to 10P
WEATHER Cloudy

CITY OF Seaside
INTERSECTION OF Oregon (Coast Hwy #9.
AND Ave "U"
STATION NO. M22204
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	12111	100
ENTERING FROM NORTH & SOUTH	10403	85.9
ENTERING FROM WEST	1708	14.1

Remarks: 11 Hr count
and
24 Hr Ped Count

Rev. 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date July 21 & 23, 1970

Day of week Tues & Thurs

Hours counted 6A to 12N

Weather Cloudy

Classification All Vehicles

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL				
A.M.	6:00- 7:00			7	27	54	69					12	6	175	136	78	39	22
	7:00- 8:00			21	47	114	90					17	8	297	233	78	64	22
	8:00- 9:00			50	62	197	119					24	9	461	325	81	86	19
	9:00-10:00			59	62	183	174					23	19	520	435	84	85	16
	10:00-11:00			82	70	272	252					34	21	731	627	86	104	14
	11:00-12:00			94	77	325	344					32	58	930	821	88	109	12
	12:00- 1:00			107	84	296	403					18	62	970	868	89	102	11
P.M.	1:00- 2:00			106	98	308	357					15	61	945	832	88	113	12
	2:00- 3:00			82	98	303	283					31	47	850	721	85	129	15
	3:00- 4:00			117	107	360	323					33	52	992	852	86	140	14
	4:00- 5:00			119	80	349	346					33	44	971	858	88	113	12
	5:00- 6:00			122	80	345	263					33	35	878	765	87	113	13
	6:00- 7:00			118	70	201	219					27	34	669	572	86	97	14
	7:00- 8:00			109	82	197	214					22	29	653	549	84	104	16
	8:00- 9:00			69	85	153	168					14	29	518	419	81	99	19
	9:00-10:00			48	36	146	175					20	25	450	394	88	56	12
	10:00-11:00																	
	11:00-12:00																	
A.M.	12:00- 1:00																	
	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
24-Hour total .				1448	1291	4183	4179					427	593	12111	10403	85.9	1708	14.1
½-Hour total .				1316	116	3803	3799					388	539	11010	9457	85.9	1553	14.1
__-Hour total .																		
Control . . .																		
Factor . . .																		

Tabula

Checke

Ore Coast Hwy ..... St. is North and South

Ave "U" ..... St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County Seaside

Intersection Oregon Coast Highway 101

and Ave U

Mile Post 11.22 to 11.24

Classification

Classification All Vehicles

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
	12	6	175	136	78	39	22
	17	8	297	233	78	64	22
	24	9	461	375	81	86	19
	23	19	520	435	84	85	16
	34	21	731	627	86	104	14
	32	58	930	821	88	109	12
	18	62	970	868	89	102	11
	15	61	945	832	88	113	12
	31	47	850	721	85	129	15
	33	52	992	852	86	140	14
	33	44	971	858	88	113	12
	33	35	878	765	87	113	13
	27	34	669	572	86	97	14
	22	29	653	549	84	104	16
	14	29	518	419	81	99	19
	20	25	450	394	88	56	12
	427	593	12111	10403	85.9	1708	14.1
	388	539	11010	9457	85.9	1553	14.1

ENTERING VOLUMES – SUMMARY BY LEGS

North	East	West	South
61		39	75
135		64	98
247		86	129
242		85	193
354		104	273
419		109	402
403		102	465
414		113	418
391		129	330
477		140	375
468		113	390
467		113	298
319		97	253
306		104	243
222		99	197
194		56	200
5631		1708	4772
5119		1553	4338

PEDESTRIANS USING CROSSWALKS

North	East	West	South
1			
		1	
		3	
5			
3		3	1
1		2	2
2		3	
	1		
	1	2	
2			
14	2	14	3

Tabulated by .....

Checked by .....

outh

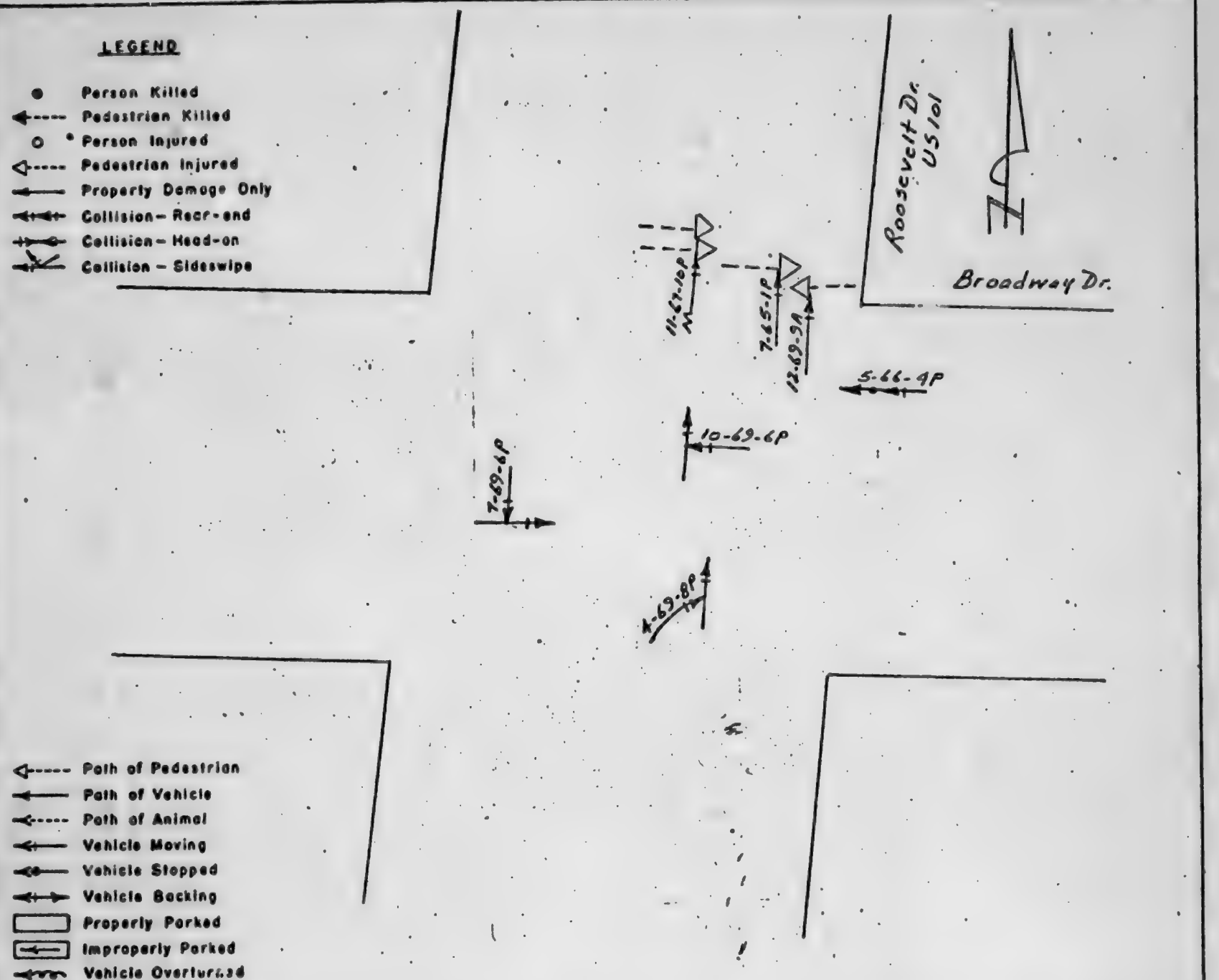
West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Seaside County Clatsop
Intersection of Oregon Coast Hwy. and Broadway Dr.
Highway Number 9 (US101) M.P. 21.05
Period Covered 1-1-65 to 1-31-70
Compiled by VL Drawn by _____ Date 7-16-70

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded



Collision Type	1965-1966				1967-1968				1969				1 Mo. 1970				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle											2	2							2	2
Head – on																				
Rear – end			1	1															1	1
Sideswipe																				
Turning - Movement											1	1							1	1
Parking																				
Non – collision																				
Fixed Object																				
Pedestrian		1		1		1		1		1		1						3		3
Backing																				
Misc.																				
TOTAL		1	1	2		1		1		1	3	4				0		3	4	7

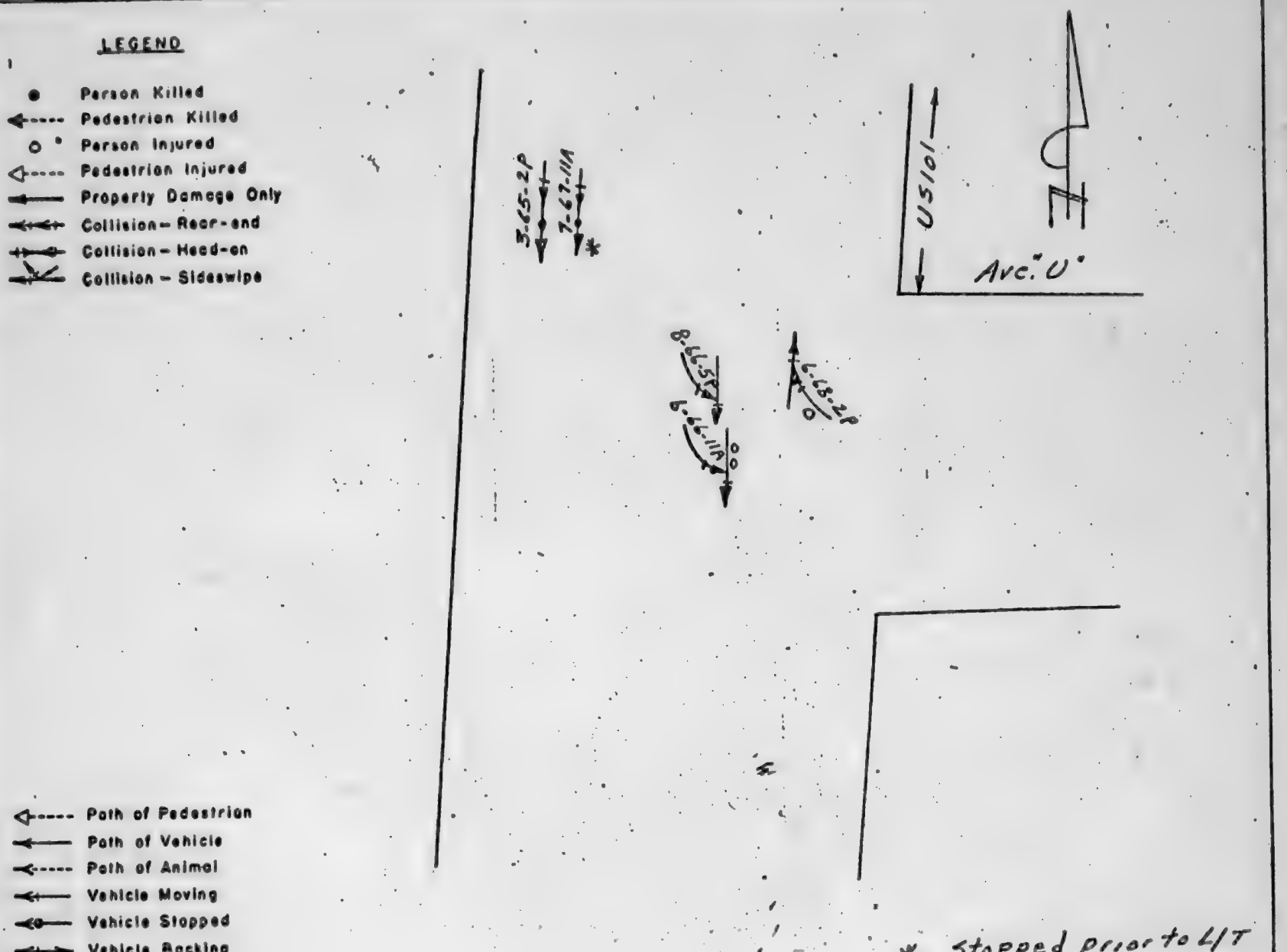
Form E-261-6-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Seaside County Clatsop
Intersection of Oregon Coast Hwy and Ave. "U"
Highway Number 9 (US 101) M.P. 22.04
Period Covered 1-1-65 to 1-31-70
Compiled by BL Drawn by _____ Date 7-16-70

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded



* - Stopped prior to L/T

Collision Type	1965-1966				1967-1968				1969				1 Mo. 1970				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																			2	2
Rear-end			1	1			1	1												
Sideswipe																		2	1	3
Turning Movement		1	1	2		1		1												
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		1	2	3		1	1	2				0				0		2	3	5

Form E-261-6-70

Oregon Coast Hwy. at Broadway
City of Seaside

Division II
TRAFFIC SIGNAL WARRANT COMPARISON*

Item	Observed Weekday Conditions	Observed Weekend Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:			
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	665	941	350
Average Hourly Minor Street Volume-Same 8 hrs. (Highest hourly volumes from either approach)	59	59	105
Interruption of Continuous Traffic Warrant:			
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	665	941	525
Average Hourly Minor Street Volumes-Same 8 hrs. (Highest hourly volumes from either approach)	59	59	53
Minimum Pedestrian Volume Warrant:			
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	665	941	420
Average Hourly Ped. Volume Across Major St.-Same 8 hrs. (Highest volume crosswalk)	19	3	105
Accident Experience Warrant:			
Preventable Accidents (Last 12 months)	3	3	5

*The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways.

Oregon Coast Hwy. at Avenue "U"
City of Seaside

Division II
TRAFFIC SIGNAL WARRANT COMPARISON*

Item	Observed Weekday Conditions	Observed Weekend Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:			
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	793	1,109	350
Average Hourly Minor Street Volume-Same 8 hrs. (Highest hourly volumes from either approach)	115	101	105
Interruption of Continuous Traffic Warrant:			
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	793	1,109	525
Average Hourly Minor Street Volumes-Same 8 hrs. (Highest hourly volumes from either approach)	115	101	53
Minimum Pedestrian Volume Warrant:			
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	793	1,109	420
Average Hourly Ped. Volume Across Major St.-Same 8 hrs. (Highest volume crosswalk)	1	0	105
Accident Experience Warrant:			
Preventable Accidents (Last 12 months)	0	0	5

*The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways.

FORM 25-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 16, 1970

3495

To: F. B. Klaboe
ASST. STATE HIGHWAY ENGINEER

SUBJECT: Interim Report
Traffic Investigations
US101 at Broadway and
US101 at Avenue "U"

You recently asked that we conduct traffic investigations at two intersections in Seaside. As a part of your instructions, you asked that we get weekday, Saturday, and Sunday traffic counts. Using Weighmaster and casual employees, we have set up a count schedule that will give us 16 hours of weekday count and 16 hours of weekend count at each intersection. The field work on these traffic counts should be finished on July 23.

The investigations and proposed schedule have been discussed with Seaside City Manager, Burton Lowe. Mr. Lowe is very satisfied with our plans.

A report will be submitted to you as soon as we have an opportunity to analyze the data we are gathering.

R. D. Asburry
R. D. Asburry
DIVISION ENGINEER

RDA/sr

cc: F. B. Crandall

NOTED
F. B. KLABOE

RECEIVED
JUL 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 8 - 1970
FOR FILING

7769

3495

July 3, 1970

Mr. Burton H. Lowe
City Manager
City of Seaside
City Hall
Seaside, Oregon 97138

Dear Mr. Lowe:

State Representative George Cole has apprised us of the City's desire for reinvestigation of the intersections of US101 and Broadway and also US101 and Avenue "U", with respect to improved traffic control.

An investigation will be made and, at such time as I have a report, I will communicate with you further.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: The Honorable George F. Cole
R. L. Porter
Tom Edwards
Victor D. Wolfe (K3495; not yet completed)
F. B. Crandall
R. B. Sipprell
R. D. Asburry - Please investigate and report. Better get a weekday, Saturday and Sunday count.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 1, 1970

Rep. George F. Cole
2003 Cedar Street
Seaside, Oregon 97138

Dear George:

I have handed your letter of June 29th, requesting restudy of a couple of intersections in Seaside to Mr. Fred Klaboe, Assistant State Highway Engineer. The Traffic Engineering Department is under Mr. Klaboe's supervision and will be asked to re-evaluate their 1968 findings on the basis of the additional information presented in your letter.

Best personal regards.

Very truly yours,

Ralph

R. B. Sipprell
Liaison Engineer

RBS:ob

b/cc - R. L. Porter
Tom Edwards
F. B. Klaboe
Victor Wolfe

F. B. KLABOE

RECEIVED
JUL 1970
OFFICE OF
STATE HIGHWAY ENGINEER

HOME ADDRESS
GEORGE F. COLE
2083 CEDAR STREET
SEASIDE, OREGON 97138

CLATSOP COUNTY

JUL 1 - 1970

TRAFFIC ENGINEERING

COMMITTEES
MEMBER:
JUDICIARY
FISH AND GAME
FINANCIAL AFFAIRS

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

June 29, 1970

RECEIVED
JUN 30 1970
OFFICE OF
LIAISON ENGINEER

Mr. Ralph D. Sipprell, Liaison Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Ralph:

A couple of years ago the Highway Department conducted a traffic signal study at several intersections within the city of Seaside to determine the need, if any, for the establishment of traffic signals. The four intersections studied at that time were Broadway and Columbia, Broadway and Holladay, Broadway and U.S. 101 and Holladay and "A".

It was the determination of the department at that time that the need was marginal and the cost prohibitive. Since that time, however, the city has taken upon itself to initiate installation of signals at Broadway and Columbia and Broadway and Holladay and those installations will be accomplished in the near future.

A further situation has now developed as regards the intersection of Broadway and U.S. 101, also known as Roosevelt Drive. As you may know, the new hospital is nearing completion east of U.S. 101 and it is contemplated that a majority of the traffic to and from the hospital will pass the intersection of Broadway and U.S. 101. This combined with the ever increasing amount of traffic on U.S. 101 has again brought this matter to the attention of the City Council and the City Manager has requested that I write to you and request a further re-evaluation of your findings in 1968.

NOTED
R. B. SIPPRELL

Also of concern is the intersection of Avenue "U" and U.S. 101 which, I believe, was also studied by your department in 1968, with the determination at that time that a left turn refuge was not warranted. This latter study, however, was conducted in October when the volume of traffic is not any where near what we experience during the summer months. In any event would appreciate if you would give this matter further consideration and advise our city manager accordingly.

Best regards,

George F. Cole,
State Representative

GFC/jw

7770 Humbug Creek Br. Sec. of FAS 912 south of Elsie (Grading and paving) 1972

11488 6-9-72

912 Clatsop

November 12, 1974

Board of Commissioners
Clatsop County
Courthouse
Astoria, Oregon 97103

Contract 7770
EHS-S-534(2)

Attention: Mr. John Dooley
Roadmaster

Gentlemen:

Final costs, as shown in the enclosed cost statement, are now available on Humbug Creek Bridge section, FAS 912.

In accordance with an agreement dated October 19, 1971 the amount of $2,207.35 is due the County. You will receive a refund in this amount.

Very truly yours,

H. S. COX
County-City Engineer

By

Harold Reynoldson
Rural Program Engineer
County-City Unit

HR:sr

Enclosure

ENGR. ASST. OE AE UE

OREGON STATE HIGHWAY DIVISION

Form A 101 (7-68)
SP*82422-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Clatsop County Board of Commissioners
Courthouse
Astoria, Oregon 97103
Attention of Mr. John Dooley, Roadmaster

Request No. (assigned by staff engineer or head of division) cc-1451

Date October 21, 1974

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Humbug Creek Bridge Section, FAS 912
Covered by Agreement dated October 19, 1971

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		County Advance Deposit	$32,900.00	
		Less Amount Previously Transferred	23,900.00	$9,000.00
		County's Share of Construction Costs	$30,692.65	
		Less Amount Previously Transferred	23,900.00	6,792.65
		Amount Due County		$2,207.35

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $32,900.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service. cc-1304

Credit distribution: 504-1008-297

Submitted by: Harold Reynoldson

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-29-73

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

7770

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
FHS-S-534(2)	Clatsop	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

MAY 29 1973
REGIONAL OFFICE

One Structure with Approaches

The project is located on the Humbug Creek Bridge Section of FAS 912 approximately 3/4 mile southerly of the Sunset Highway near Elsie.

The project work consisted of grading approximately 1000 lineal feet of roadway and constructing a 175 foot long structure over Humbug Creek.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Hamilton Construction Co.	$ 141,685.00

7. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE *(SHD Official)* K. D. Acly

TITLE Asst Office Engineer

5-31-73 Cy Signed

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

HUMBUG CREEK BRIDGE

RECEIVED
MAY 30 '73
REGION 10

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 28 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
0010	.185		X020	0.033

NOTED
H.S. COULTER

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
P. V. Riedl	November 21, 1972

12. IN COMPANY WITH G. Wiser, Reg Constr Engr; Jack Davis and G. Inloes, OSHD; Bill Foster, Hamilton Construction Co.; Harold Olgvick, Clatsop County Engr.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE Original signed by P. V. RIEDL		16. SIGNATURE Original signed by G. L. Green Dist. Engineer	
14. TITLE	15. DATE	17. TITLE Division Engineer	18. DATE 5-29-73

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

RECEIVED
JAN 2 1973
FOR FILING

7770

January 23, 1973

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen

On January 18, 1973, we wrote to you concerning release of final payment on Contract No. 7770 awarded to Hamilton Construction Company for work on the Hunbug Creek Bridge Section of FAS 912 in Clatsop County.

Final payment on this contract is $7,168.28 and the total contract amount is $143,462.73 including $97.58 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Hamilton Construction Co.
P. O. Box 458
Springfield, Oregon 97477

bc C. T. Keasey
Walt Hart
V. E. Shoog
Attn: W. L. Hosmer
J. B. Boyd

JAN 18 1973

FOR FILING

7770

January 16, 1973

TO Oregon State Highway Commission

FROM P. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7770 Work Completed November 17, 1972

Project Mosbey Creek Bridge

Highway FAF 912 County Clatsop

Type of Work Grading and Structures

Contractor Hamilton Construction Co.

Recommended Acceptance Date January 16, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 23, 1973 for your formal concurrence.

VG:dqk

cc: C. W. Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

#7770

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Humbug Creek Bridge		WEEK ENDING: November 24, 1972
		SECTION PREFIX: 504-1008
HIGHWAY: FAS 912		COUNTY: Clatsop
NAME OF JOB: Humbug Creek Bridge	KIND OF WORK: Grading and Structure	
CONTRACTOR: Hamilton Construction	CONTRACT NUMBER: 7770	FEDERAL AID PROJECT NUMBER: FHS -S- 534(2)
DATE OF CONTRACT: July 6, 1972	DATE WORK STARTED: July 26, 1972	ESTIMATED COMPLETION DATE: November 17, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 125	CALENDAR DAYS USED: 119
PROJECT AUTHORIZATION: $164,614.73	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 95
EXCLUSIVE OF ENGINEERING: $151,561.58	ENGINEERING AUTHORIZATION: $13,053.15	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $151,561.58	ENGINEERING COST TO DATE: $12,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: — %	PERCENT OF AUTHORIZATION: 96 %	DATE PROJECT WAS COMPLETED: November 17, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.2				
MILES PARTIALLY COMPLETED	0.2				
MILES COMPLETED	0.2				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,000				
TOTAL QUANTITIES CORRECTED TO DATE	4,460				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,460				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	11237A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				NO WORK DAYS CHARGED PROJECT COMPLETED.
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				B.R. GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

19 SUNDAY	
20 MONDAY	
21 TUESDAY	Final Inspection was made today, those present: Paul Riedl, FHWA Harold Olsvick, County Engineer Jack Davis Gerald Wimer Gareld Inloes Bill Peckham, Hamilton Construction Co. Bob Lauderbaugh, Hamilton Construction Co.
22 WEDNESDAY	
23 THURSDAY	
24 FRIDAY	
18 SATURDAY	

REMARKS

Final Inspection was given the project Tuesday, November 21, 1972 and was accepted by all present.

SIGNED Gareld D Inloes LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

FAS 912 Clatsop Co

Project Name Humbug Creek Bridge Contract No. 7770

Highway FAS 912 Prefix No. 504-1008

County Clatsop 11-24-72 F.A. No. EHS-S-534

Final inspection made on 11-21-72 By Gerald Wimer

in company with Paul Riedl, Jack Davis, Gary Inloes, Harold Olsvick, Bill Peckham, and Bob Lauderbaugh

CHECK LIST

Date			
11-14-72	Construction signs removed	11-14-72	Opened to traffic
was none	Salem Office notified to rescind construction speed zone	with semi final	Regional Materials Certification submitted
11-17-72	Contractor removed equipment from project		
11-17-72	Roadside cleanup completed		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Very good looking project. County letter of acceptance will follow.

RECEIVED
COUNTY & CITY SECTION
NOV 24 1972
ENGR. COOR. OE AE UE
UPE CE RE RPE

All contract work on this project has been completed and recommendation is made for acceptance on 11-17-72. The semi-final estimate will be submitted about 12-22-72.

cc: Const. Engineer - C. T. Keasey
Bridge Engineer - W. Hart
Maint. Engineer - R.N. Bothman
Co.-City Eng. - H. S. Cox
Reg. Engineer - J. B. Boyd
Res. Engineer - Gary Inloes
Dist.Engineer - Eldon Everton

Copies sent to all named _____

Gerald Wimer Reg. Const. Engr.
(Signed) (Title)

RECEIVED
DEC 29 1972

8/1 S

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

November 22, 1972

Mr. Gary Inloes
Resident Bridge Engineer
P. O. Box 110A
Astoria, Oregon 97103

Dear Mr. Inloes:

The Humbug Bridge as constructed by Hamilton Construction Co., Contract #7770 has been completed to our satisfaction.

Sincerely Yours,

H. M. Olsvick,
County Engineer

CC: Programing
Construction
County : City
Secretary ✓

HMO/jc

NOTED
C. W. HEAD

RECEIVED
SEP 27 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7770

DATE September 20, 1972

TO J. B. Boyd
Region 2 Engineer

FROM R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT Humbug Creek Bridge
FAS 912
Contract 7770
Sub-Standard Metal Reinforcement

Attached are six copies of Drawing No. 28227 for the subject structure which have been marked to show replacements of and revisions to metal reinforcement. These are necessary because of the sub-standard metal reinforcement which was delivered to the project.

One copy of this drawing was handed to Mr. Gareld Inloes, Resident Bridge Engineer, during his visit to this office on September 19, 1972.

RWE/ag
Attachs.

cc A. E. Johnson
J. Jenkins
G. Inloes
A. A. Rear w/ attach.
R. J. Wright
L. L. Wallace
H. A. Schell-FHWA w/attach.

RECEIVED
SEP 21 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FAS 912

FORM B-30 (REV. 10-68)

REGION 2 ENGINEER
RECEIVED
AUG 7 1972
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

Clatsop Co

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1972

To: Memo To The File

SUBJECT: Super Elevation
Humbug Bridge

Clatsop County Roadmaster, John Dooley, on August 4th requested the super elevation be cut from the design "Full Super" on the Humbug Creek Bridge. He says the "Full Super" will give problems in frosty an icy conditions.

"Full Super" is 12/100 of a foot per foot. This will give a safe speed of approximately 39MPH on the 16° curve. Recommended to R. W. Ellison and he secured F. D. Klaboe's concurrence to change to 1/10 of a foot per foot. This used to be our maximum in snow country such as this.

Gave Gary Inloes authority to proceed. This will not affect the rough grading which has been completed., The County will fine grade to the new grade line. The affected bridge quantities are minor and should not necessitate a negative PA.

Original signed by, Gerald Wimer

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

cc: Bob Ellison
H. S. Cox
Gary Inloes

PS: John Dooley and County Engineer, Harold Olsvick, called July 7th saying the reduction to 0.10 foot per foot wasn't enough and they and the Board of Commissioners wanted no more than AASHO permitted for snow country. They read this as 0.06 to 0.08. Secured Ellison's approval for 0.075 which results in a 35 MPH Safe Speed.

RECEIVED
COUNTY & CITY SECTION
AUG 10 1972
ENGR. | COOR. | CE | AE | CE
UPE | CE | RE | RPE

RECEIVED
AUG 4 - 1972
FOR FILING
7770

August 4, 1972

Hamilton Construction Company
P. O. Box 658
Springfield, Oregon 97477

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7770 for work on the Humbug Creek Bridge Section of FAS 912 in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Ins. Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
Gareld Inloes

7770

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
7-46	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	Oregon
PROJECT REPORT NO. 3	7-26-72	COUNTY Clatsop
		PROJECT NO. EHS-S-534(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Approx. 1 Mi. S. Jct. US 26 at Elsie.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-7-72	0.218
OTHER (Specify)		

FUNDS **Pro Rata 63.56%**

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 164,557	$ 104,592

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green

Acting (Division Engineer)
G. L. Green

Date executed by Division Engineer 26 JUL 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right-of-way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

GPO 906-714

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 21, 1972

TO G. L. Green, Acting Division Engineer
~~H. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Project No. EHS-S-534(2)**
Humbug Creek Bridge Section

We are forwarding four copies each of project agreement estimate and project agreement for the above-listed project. Two copies of the project agreement have been signed by a Highway official.

In compliance with Mr. Whitton's Circular Memorandum, May 25, 1964, Subject: "Consideration of the overall interests of the public in the Federal-aid highway programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding this project.

The specifications and proposal contain certifications conforming to Mr. J. M. O'Connor's memorandum of February 23, 1968, in regard to nonsegregated facilities.

DAR:bb

Enc.

Oregon State Highway Division

Federal-aid Project
No. EHS-8-534(2)

HUMBUG CREEK BRIDGE SECTION

FAS 912 IN CLATSOP COUNTY

Salem, Oregon, July 21, 1972

Project Agreement Estimate.

Type Code 0010
Roadway (Sta. 20+00 to Sta. 31+50)

Temporary Protection and Direction of Traffic	All Required		$ 3,000.00
Clearing and Grubbing	All Required		5,000.00
Removal of Structures and Obstructions	All Required		500.00
Embankment in Place	5,000 cu.yd.	3.50	17,500.00
Finishing Roadbed and Slopes	All Required		1,500.00
12-inch Culvert Pipe	50 lin.ft.	7.00	350.00
Guard Rail, Type 2A	525 lin.ft.	7.00	3,675.00
Extra for Guard Rail Bridge Connection	4 only	250.00	1,000.00
Loose Riprap, Class 700	400 cu.yd.	12.00	4,800.00
Filter Blanket	90 cu.yd.	8.00	720.00
Roadside Seeding and Mulching	1 acre	500.00	500.00
			$ 38,545.00
Flagging (60% of Contractor's Cost)	All Required		$ 1,000.00
Temporary Erosion Control	All Required		100.00
Channel Improvement	All Required		2,200.00
			$ 3,300.00
	Subtotal		$ 41,845.00
	Engr. & Cont.		5,649.00
	Total		$ 47,494.00

Type Code X020
Bridge No. 11237A (Sta. 23+27 to Sta. 25+02)

Shoring, Cribbing, Etc.	All Required		$ 5,000.00
Structure Excavation	130 cu.yd.	4.00	520.00
Structure Excavation Below Elevation Shown	10 cu.yd.	4.00	40.00
Furnish HP 12x53 Steel Piling	845 lin.ft.	8.00	6,760.00
Drive Steel Piles	26 only	175.00	4,550.00

Splice Steel Piles	6 only	50.00	$ 300.00
Class A Concrete (541 cu.yds.)	All Required		60,000.00
Reinforcement (123,700 lbs.)	All Required		21,000.00
Metal Rail	355 lin.ft.	14.00	4,970.00
	Subtotal		$103,140.00
	Engr. & Cont.		13,923.00
	Total		$117,063.00

Length of Roadway (Grading) - - - - 0.185 Mile
Length of Structure - - - - - - - - 0.033 Mile

Total Length - - - - 0.218 Mile

Cost of Roadway Grading Per Mile- - $256,724.32

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway (Grading)	$ 47,494.00	$ 30,187.00	$ 8,653.50	$ 8,653.50
Structure	117,063.00	74,405.00	21,329.00	21,329.00
Total	$164,557.00	$104,592.00	$29,982.50	$29,982.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7770

Prefix: 504-1008

HUMBUG CREEK BRIDGE SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 50.00

July 24, 1972

Board of Commissioners
Clatsop County Courthouse
Astoria, Oregon 97103

Attn: Mr. John Dooley
Roadmaster

Re: Humbug Creek Bridge
FAS 912
Clatsop County

Gentlemen:

This is to acknowledge receipt of the County's advance deposit in the amount of $32,900 for subject project.

A copy of the construction plans and contract (NO. 7770) are enclosed for your information and reference. If more copies are desired, please do not hesitate to request same.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt
Encl.

transfer
CC-1304

ENGR. COOR. DE RE UE
UPE CE RE RPE

Salem, Oregon
July 19, 1972

Humbug Creek Bridge Section
FAS 912
Clatsop County

Mr. Vern Skoog
Controller

Attention Mr. John Herr

Herewith is Clatsop County's Warrant #A6663 in the amount of $32,900. This is the correct amount for the advance deposit, and the project is now clear for award.

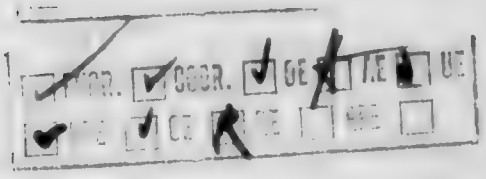
HR

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:lat
Att.
cc: Walt Hart
L. H. Young

Rec'd by C C Haverland

Date 7-19-2



OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 6, 1972

Board of Commissioners
Clatsop County Courthouse
Astoria, Oregon 97103

Attn: Mr. John Dooley
Roadmaster

Gentlemen:

On June 29, 1972, the lowest of four bidders for the Humbug Creek Bridge Section of FAS 912 was Hamilton Construction Company in Springfield 97477.

Even though this is the lowest of four bids, it is still approximately 11% above the State Highway Division's estimate and is greater than the 10% tolerance as indicated in our agreement. Because of this situation, the County must now determine whether to proceed or not. It is our opinion that the bid would probably be no more favorable if we were to refuse this one and readvertise. We are willing to proceed if you are.

If you accept this bid, then, as per the agreement between County and State, the following advance deposit is required prior to award of contract:

Bid Items	$141,685.00
Flagging (State share)	1,000.00
Temporary Erosion Control	100.00
State responsibility for damages	50.00
Channel improvement	2,200.00
Engineering & Contingencies (13½%)	19,579.73
Estimated Total Cost	$164,614.73

County Advance Deposit:

20% of $164,614.73 = $32,922.95, or say $32,900.

Please make this advance deposit in the amount of $32,900 payable to the Oregon State Highway Commission by check or warrant, and forward same to this office.

APPROVED 7-12 1972
BOARD OF COUNTY COMMISSIONERS
OF CLATSOP COUNTY, OREGON
BY Kiram E. Solmon
COMMISSIONER
Vern Stuntland
COMMISSIONER
E. A. Condit per
COMMISSIONER

Very truly yours,

George M. Baldwin
Administrator of Highways

Harold Reynolds
By: H. S. Cox
County and City Engineer

RECEIVED
COUNTY & CITY SECTION
JUL 19 1972
ENGR. ☑ COOR. ☐ E ☐ AE ☐ ME
UPE ☑ DE ☐ RE ☐ UPE ☐

HR:ljt

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

July 18, 1972

H. S. Cox
County and C ity Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: Harold Reynoldson

Ref: Humbug Bridge

Dear Sirs:

Enclosed is Clatsop County Warrent #6663 to cover Clatsop County's share of the bridge on Humbug Creek, F.A.S. Road No. 912.

Yours truly,

John Dooley

John Dooley, Roadmaster

JD/jc
Enc. Warrent #6663

RECEIVED
COUNTY & CITY SECTION
JUL 19 1972
ENGR. CODR. OE AE WE
RPE CE RE RPE

RECEIVED
JUL 20 1972
FOR FILING

7770

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem

DATE July 18, 1972

TO G. Inlees
Resident Engineer

FROM L. H. Young
Programing Engineer

SUBJECT Contract 7770
Humbug Creek Bridge
(Bid Item 15, Furnish
Steel Piling)

Please note this bid item has been set up for both participating and nonparticipating quantities.

The extent of FHWA participation will be only the piling length actually incorporated in the work. The difference between the total order length and the length actually incorporated in the work will be nonparticipating.

PAY ESTIMATE PROCEDURE (Bid Item 15)

Prior to Semifinal Submission

1. On progress estimates enter all quantities as participating.

Semifinal Estimate

1. Adjust the participating quantity to the total length actually incorporated in the work.

2. Enter the difference (order length - length actually incorporated in the work) as non-participating.

A tabulation of the piling actually incorporated in the work should be submitted with the semifinal data.

VG:dg

cc A. W. Johnson
W. J. Hart
J. B. Boyd

RECEIVED
JUL 24 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem

7770

DATE July 18, 1972

TO G. Inloes
Resident Engineer

FROM ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Contract 7770
Humbug Creek Bridge
(Bid Item 15, Furnish
Steel Piling)

NOTED
A. E. JOHNSON

Please note this bid item has been set up for both participating and nonparticipating quantities.

The extent of FHWA participation will be only the piling length actually incorporated in the work. The difference between the total order length and the length actually incorporated in the work will be nonparticipating.

PAY ESTIMATE PROCEDURE (Bid Item 15)

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2. Enter the difference (order length - length actually incorporated in the work) as non-participating.

A tabulation of the piling actually incorporated in the work should be submitted with the semifinal data.

VG:dg

cc A. E. Johnson
W. J. Hart
J. B. Boyd

RECEIVED
JUL 20 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUL 17 1972
FOR FILING

GAME COMMISSION

OFFICE OF THE DIRECTOR

RECEIVED
JUL 17 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7770
TOM M[illegible]

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

July 13, 1972

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

cc's sent 7-17-72

E. S. Hunter
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Tebeau
F. E. Terpin
J. B. Boyd (2)

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

Reference is made to Humbug Creek Bridge Section, Clatsop County, on which project we originally submitted comments on April 13, 1972.

We received a telephone call from Mr. Inloes on July 12 regarding a preconstruction conference on this work. That conference was held this morning and our district biologist attended and has submitted his comments. I talked with Mr. Carnegie regarding the project, and the Fish Commission of Oregon concurs with our remarks.

The channeling work as described with removal of about 600 cubic yards will be satisfactory as long as it is completed by September 15. Naturally, a removal permit will include provisions for water quality protection.

Thank you for keeping us informed on these matters.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

NOTED
E. S. HUNTER

Hall
A. Olson
Terpin
Scan
Swenson
R. Olson
Trout

RECEIVED
JUL 17 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

ROK:js

cc: Dir. FCO

July 6, 1972

Board of Commissioners
Clatsop County Courthouse
Astoria, Oregon 97103

Attn: Mr. John Dooley
Roadmaster

Gentlemen:

On June 29, 1972, the lowest of four bidders for the Humbug Creek Bridge Section of FAS 912 was Hamilton Construction Company in Springfield 97477.

Even though this is the lowest of four bids, it is still approximately 11% above the State Highway Division's estimate and is greater than the 10% tolerance as indicated in our agreement. Because of this situation, the County must now determine whether to proceed or not. It is our opinion that the bid would probably be no more favorable if we were to refuse this one and readvertise. We are willing to proceed if you are.

If you accept this bid, then, as per the agreement between County and State, the following advance deposit is required prior to award of contract:

Bid Items	$141,685.00
Flagging (State share)	1,000.00
Temporary Erosion Control	100.00
State responsibility for damages	50.00
Channel improvement	2,200.00
Engineering & Contingencies (13½%)	19,579.73
Estimated Total Cost	$164,614.73

County Advance Deposit:

20% of $164,614.73 = $32,922.95, or say $32,900.

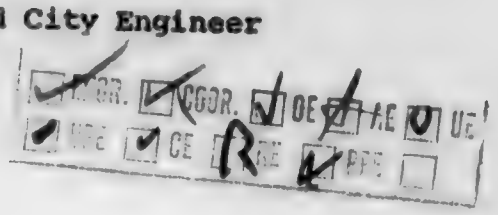
Please make this advance deposit in the amount of $32,900 payable to the Oregon State Highway Commission by check or warrant, and forward same to this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By: H. S. Cox
County and City Engineer

HR:ljt



Form E 312X 5M Sale 8-58

OREGON STATE HIGHWAY DEPARTMENT

Job Number [illegible]

Summary of Bids Received and Construction Authorization

Project NUMBUS CREEK BRIDGE SECTION

Highway FAS 912

County CLATSOP

F. A. Project No. [illegible]

Engineer's Estimate 127,791.00

Date Bids Received 05/23/72

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	HAMILTON CONSTRUCTION CO SPRINGFIELD 97477	141,585.00
02	COLUMBIA WEST MATERIALS & CONSTRUCTORS RAINIER 97048	156,648.75
03	BERNARD CONSTRUCTION, INC PORTLAND 97211	160,599.50
04	ROSS BROS CONSTRUCTION INC SALEM	170,429.00

10.8% ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount . . . . . $ 141,585.00

Additional anticipated items:

FLAGGING (STATE SHARE	1,000.00
TEMPORARY EROSION CONTROL	100.00
STATE RESPON FOR DAMAGES	50.00
CHANNEL IMPROVEMENT	2,200.00

ENGINEER'S RECOMMENDATION

AWARD TO LOW [illegible]

I.C.

County CLATSOP

Date Bids Received 05/29/72

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	HAMILTON CONSTRUCTION CO SPRINGFIELD 97477	141,[illegible].00
02	COLUMBIA WEST MATERIALS & CONSTRUCTORS RAINIER 97048	150,640.75
03	BERNARD CONSTRUCTION, INC PORTLAND 97211	160,509.50
04	ROSS BROS CONSTRUCTION INC SALEM	170,473.00

10.6% ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount	$ 141,685.00
Additional anticipated items:	
FLAGGING (STATE SHARE	1,000.00
TEMPORARY EROSION CONTROL	100.00
STATE RESPON FOR DAMAGES	50.00
CHANNEL IMPROVEMENT	2,200.00
Subtotal	$ 145,035.00
Contingencies and engineering 13½ (12½%)	19,579.73
Subtotal	$ 164,614.73
Credit for maintenance rock	.00
Net construction authorization	$ 164,614.73

ENGINEER'S RECOMMENDATION

AWARD TO LOW BIDDER

32,932.95 or 32,900

Deputy State Highway Engineer

State Highway Engineer

District Engineer, S.P.R.

PREPARED FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE July 5, 1972

TO Memo to the File

7770

FROM L. H. Young
Programing Engineer

SUBJECT Humbug Cr. Bridge Section
Project No. EHS-S-534(2)
Contract No. 7770
Low Bid Over 10%

On June 29, Hamilton Construction Co., of Springfield submitted the low bid for the subject section in the amount of $141,685.00, which is $13,904.00 or 10.8% over the Engineer's estimate of $127,781.00. Three other bids were received in the amounts of $158,648.75; $166,609.50 and $176,429.00.

We hereby concede that the overall Engineer's estimate for the project was too low; it is believed that we would not receive lower bids by readvertising and it is the opinion of the Highway Division that the bid is fair and equitable.

This project was advertised for three full weeks and we were able to interest four contractors to bid who are reputable and qualified. We are unable to make the project more attractive to the contractors or economical to construct; therefore, the Highway Division Engineers and the Highway Commission have determined that it is in the public interest to award the contract to the low bidder without further delay.

DAR:dg

cc G. L. Green, FHWA
E. S. Hunter
C. T. Keasey
R. N. Chase

Copy to:- John Oaks
C G Swenson
A.N. Chase
J B Boyd

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

6-23-72

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 912

Project Name Humbug Creek Bridge

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☒ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Astoria, Oregon,

this 23rd day of June, 1972.

Clatsop County

Chairman

Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
JUN 27 1972
☐ ENGR. ☑ Coor. ☑ CE ☐ LE ☑ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

(5/12/70)

FAS 912
Clatsop Co

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE Salem, Oregon

TO

June 21, 1972

Mr. Gerald Wimer
Region Construction Engineer
EAST SALEM HIGHWAY BUILDING

FROM ORIGINAL SIGNED L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

SUBJECT Humbug Creek Bridge Section
FAS 912, Clatsop County
Humbug Creek Bridge
Bridge 11237A

RECEIVED
COUNTY & CITY SECTION
JUN 21 1972
ENGR. COOR. DE AE UE
UPE CE RE RPE

We have reviewed all of the information regarding the hydraulics at subject bridge site.

As discussed recently, two measures have been taken to increase the waterway area. These items are:

1. The structure length was increased by 10 feet over the original proposed length.

2. An item has been added in the project authorization for a channel improvement. It is our understanding that any required permits for this work will be obtained by the Region.

The two above items will provide a greater waterway area at the new bridge crossing than is available at the existing bridge location. Plans for the channel improvement work will be furnished by the Design Section.

LLW:dh

cc H. S. Cox
F. Terpin
R. Lenz
L. Weber

RECEIVED
JUN 12 1972
FOR FILING

7770

June 9, 1972

Board of County Commissioners
Clatsop County
Courthouse
Astoria, Oregon 97103

MISC. CONTRACTS and
AGREEMENTS No. 4428

Attention: Mary Hay
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Humbug Creek Bridge Section on the Lower Nehalem Road.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

TRANSACTION NUMBER 6-2

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-7-72

BY (Signature): MR. YOUNG'S MAY 26, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1094 THRU _____

ITEM NO.	PROJECT NO.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1094	EHS-S-534(2)	0.22	144,000	91,500	HUMB'G CREEK BRIDGE SECT.	ONE STRUCTURE WITH APPROACHES.

6-8-72
Young

RECEIVED
JUN 21 1972
OFFICE OF
LOCAL GOVERNMENT ENGINEER

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU ~~SUB~~SEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

FOR FILING

777

RECOMMENDED		APPROVED	
~~DATE~~	SIGNATURE AND TITLE	DATE: JUNE 7, 1972	SIGNATURE AND TITLE: DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-

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MAY 26 1972

FORM E-30 (REV. 10-69)

7770

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

May 26, 1972

To: Mr. R. L. Schroeder
Assistant State Highway Engineer

BUILDING

SUBJECT: Humbug Creek Bridge Section
Lower Nehalem Road, FAS 912
Tillamook County

Attached is a location-design approval form for the subject FAS-C project. Please return an approved copy to this cffice for filing with all other related documentation pertaining to Federal Statutes and FHWA memoranda.

We will proceed to place the required notices in the proper news media.

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt
Att.

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
F. L. Hall
R. E. Royer
Victor Wolfe
L. H. Young
R. N. Chase
B. L. Gifford

NOTED
E. S. HUNTER

RECEIVED
MAY 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

LOCATION - DESIGN APPROVAL

COUNTY: CLATSOP

SECTION: Humbug Creek Bridge

FAS NO.: 912

ROAD NAME: Lower Nehalem Road

PROJECT DESCRIPTION: Construct a reinforced concrete bridge 28 feet wide and 165 feet long, plus grading approximately 900 feet of roadway with a top subgrade width of 36 feet, with guardrails.

ESTIMATED COST: $145,000

HIGHWAY COMMISSION APPROVAL: October 19, 1971

HEARING: Opportunity offered; none requested

STATE CLEARINGHOUSE REVIEW: November 30, 1971

SECTION 204 REVIEW: Not required

HEARING CERTIFICATION: April 7, 1972 by F.B. Klaboe

ENVIRONMENTAL STATEMENT: Concurred by FHWA May 26, 1972

REMARKS:

APPROVED: May 26 19 72

E. I. Hunter

Assistant State Highway Engineer

GEN. FILE COPY

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MAY 30 1972
FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7770

DATE May 26, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT Program Data Submission
Project No. EHS-S-534(2)
FAS 912, Clatsop County

We are submitting program data for one Secondary Project, Item No. 1094, Project No. EHS-S-534(2) " Humbug Creek Bridge Section", which we desire to have included in the Federal-Aid Secondary Highway Program.

This project has been selected by the State Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on June 29, 1972.

Enclosed is a copy of the State Clearinghouse letter of approval dated November 30, 1971.

"Notice of Intent" for the project was submittted to District 1 Clearinghouse on October 29, 1971, and has lain before said Clearinghouse for more than 30 days without action, therefore, it is assumed there will be no adverse review or comments.

Enc.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

5-26-72

FEDERAL-AID PRO
(PPM 21-1

CARD	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 66		PRESENT	FUTURE (66)	YEAR (70)(71)(72)
CARD 2	1	Co. Rd. Approx. 1 mi. S. Jct. US 26 at Elsie	ADT	100	160	92

CARD	CHARACTER OF PROPOSED WORK (55 typewriter spaces) 26 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR. (74)(75)
CARD 3	Gr., Dr., and One Bridge							

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Secondary	Clatsop
	NAME OF URBAN AREA 17-31	ROUTE NO. S / FEDERAL-AID 912

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					PE		Co. Rd. Approx. 1 mi. S. Jct. US 26 at Elsie			
5					ROW		"Humbug Creek Bridge Section"			
5					CONST (CODE) 0010 X020			0.22	144,000	91,500
							PROJECT TOTALS	0.22	144,000	91,500
									(16) (23)	(24) (33)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

5-26-72

at Elsie (68)	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME	STATE CODE (2) (3)	APPN CODE (4) (9)	ITEM NO. (14) (18)
		100	160	92	10	Oregon	35	022	1094

SUPV AREA (69) (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7 13	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. 27
					EHS-S-	534	(2)		

COUNTY NAME: Clatsop — CODE (12) (16): 007

ROUTE NO. S — FEDERAL-AID (32): 912 — STATE (36) (37): Co. Rd. — U.S. (41):

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Construct one reinf. concrete slab span bridge (L. 175', H.C. 28') & const. approach roadways at both ends of bridge and install guard rail. (County to place base rock, H.T. pave., shldr. rock and remove extg. str.) ROW 60' min.; access control - none; parking restrictions-none.
0.22	144,000	91,500	26,250	26,250 (Co.)	
0.22	144,000	91,500	26,250	26,250 (Co.)	

(16) (23) (24) (33) REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P61

HUMBUG CREEK BRIDGE SECTION
PROJECT NO. EHS-S-534(2)

Existing Facility:
Roadway - - - - 16-foot oil mat surface with 3' gravel shoulders.
Structure - - - 136-foot long timber structure, H.C. 19 ft.

Adjacent Sections: Roadway same as above.

Project Data: Construct, on improved (new) alignment, one reinforced concrete slab span bridge 175' long with a clear roadway width of 28'. Grade and drain approach roadway, at each end of bridge, to accommodate a completed facility having two 10-foot lanes high-type pavement with 4-foot shoulders. Also install guardrail at each end of the bridge and place required riprap.

Roadway Type Code 0010 - - - - - Estimated Cost $45,000
Structure Type Code X020 - - - - Estimated Cost $99,000

NOTE: County will place base rock and A.C. wearing surface on roadway, remove existing bridge and obliterate roadway at each end of existing bridge.

Exception to Minimum Standards: None

Right-of-Way: 60' minimum

Relocation Assistance Payments: Will be made by County if required.

System Action, Water Development, Railroads, Recreational and Historical Areas: None Involved.

Negative Environmental Declaration: Concurred in by FHWA May 26, 1972.

Clearinghouse Approval:
State - - - - - - - November 30, 1971.
District 1 - - - - Notice of Intent was sent October 29, 1971, and has lain before the Clearinghouse for more than 30 days without action, therefore, it is assumed there will be no adverse review or comments.

Public Hearing: Offered January 20 and 27, 1972. No requests for a hearing were received. Certification required by Section 128 "Public Hearings" of Title 23, U.S.C. made under the provisions of the "Secondary Road Plan" on April 7, 1972.

Location/Design Approval: Granted May 26, 1972 under the "Secondary Road Plan".

Route Data: This is a logging and recreation route.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

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MAY 30 1972
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7220

May 26, 1972

Executive Department
Federal Aid Coordination Unit
320 Public Service Building
Salem, OR 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Secondary project.

Item No.	Project No.	Section Name & PHRS No.
1094	SRS-S-534(2)	Rumbuy Creek Bridge Section PHRS #71.0522

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Enc.

JG:dg

cc R. H. Chase
B. L. Gifford

Copy to:- John Oak,
R. N. Chase
C G. Swenson
J. B. Boyd

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 912

Project Name Humbug Creek Bridge Section, Lower Nehalem Road.

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☒ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Astoria, Oregon,

this 25 day of May, 1972

Clatsop County

Chairman

Commissioner

Commissioner

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COUNTY & CITY SECTION
MAY 30 1972
☑ ENGR. ☑ COOR. ☑ JE ☐ AE ☑ DE
☑ DPE ☑ CE ☑ RE ☑ RPE ☐

(5/12/70)

ADT 72-100 / 1992-160 DHV 1972-20 / 1992-32 SAFETY: YES

MEMO TO R. N. CHASE Date: May 25, 1972

FAS 912, Clatsop COUNTY, Humbug Creek Bridge SECTION

TERMINI: Approx. 1 mile from the junction with FAP-27 (Sunset Hwy.) at Elsie.

M.P. 26.60

PROPOSED WORK: Structure and grade

PROJECT LENGTH: Approx. 0.19 mile

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	~~141,000~~ 142,000	~~84,600~~ 85,200	~~28,200~~ 28,400	~~28,200~~ 28,400	

EXISTING FACILITIES: Timber structure 19' wide and 136' long. Roadway on either side of bridge has 16' oil mat with 3' graded shoulders.

ADJACENT SECTIONS:

NORTH/EAST END:

16' oil mat with 3' graded shoulders

SOUTH/WEST END:

PROJECT DATA: Construct a reinforced concrete bridge on new alignment having a 28' roadway and 165' long. Also construct the subgrade for approx. 900' of roadway to a top width of 36'. Install guardrail on the bridge approaches. The County will remove the existing bridge and place the base rock and do the paving on the approaches to the new bridge.

RIGHT-OF-WAY: 60' minimum

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviations from standards

SYSTEM ACTION: Completed
PUBLIC HEARING: Offered - January 20 and 27, 1972 (No requests received)
UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA:

This is a logging and recreation route.

Negative Declaration: 5/25/72
Certificate of Hearing: No hearing held so certificate is not required.
Park and recreation area affected: No
Relocation assistance: No one moved

Social, economic & environmental effects considered: Yes
Location and design approved: 5/26/72
Clearinghouse approved 11/30/71
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.
District Approval: Requested 10/29/71 - No reply
U.S. Dept. of Interior: No comment

FORM E-30 (REV. 10-69)

RECEIVED
COUNTY & CITY SECTION
APR 5 - 1972
☑ ENGR. ☑ COOR. ☑ JE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ PPE ☐

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1972

SUBJECT:

Traffic Data
Humbug Creek Bridge
Nehalem Road FAS 912
Clatsop County

To:

H. S. Cox
County-City Engineer

B U I L D I N G

Attention: Harold Reynoldson

In accordance with your request, we are tabulating below Average Daily Traffic (ADT) and Design Hour Volumes (DHV) for the Humbug Creek Bridge section of Nehalem Road FAS 912 in Clatsop County.

Location	1972		1992	
	ADT	DHV	ADT	DHV
Humbug Creek Bridge Approximately M.P. 26.75	100	20	160	32

Robert E. Royer
Planning Engineer

RER:ap

ER-FAS 608
& FAS 912

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

May 25, 1972

George M.Baldwin,Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: H. S. Cox,
County and City Engineer

Re: Agreements in connection with Humbug Creek Bridge Section, FAS 912 and Thompson Falls Slide Section on Lewis and Clark Road, FAS 608

Gentlemen:

Enclosed herewith are the fully executed copies of the agreement, covering among other things, state and county participation in costs and provision for an advance deposit to be made by the county after the low bid has been determined and prior to awarding of a contract on the Humbug Creek Bridge Section, FAS 912 and the fully executed copies of the agreement in connection with the Thompson Falls Slide Section on Lewis and Clark Road, FAS 608.

Trusting you will find the enclosed in order, we are

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
OF CLATSOP COUNTY, OREGON

By, Helen C. Griffith
(Mrs.) Helen C. Griffith, Secretary

RECEIVED
COUNTY & CITY SECTION
MAY 31 1972
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

hcg
Encl - 4

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

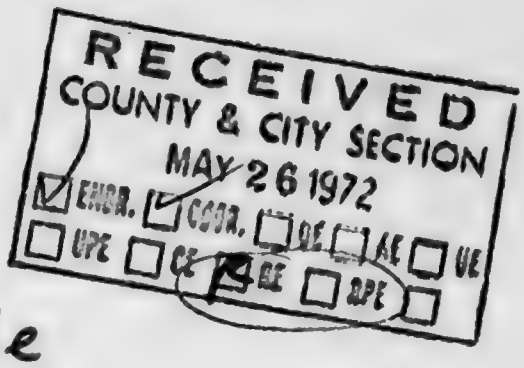
DATE May 24, 1972

TO R. L. Schroeder
Assistant State Highway Engineer

FROM Donald R. Byard
Environmental Director

SUBJECT Blind Slough Bridge Section
Barendse Road, FAS 757
Clatsop County

Humbug Creek Bridge Section
Lower Nehalem Road, FAS 912
Clatsop County



File

The subject environmental statements in the form of negative declarations have been reviewed by the Environmental Study Committee and determined to adequately cover the social, economic and environmental aspects of the project.

If you agree, please sign four copies and return same to this office for submission to FHWA for concurrence.

Attachments

GAP:dg

cc F. L. Hall
R. E. Royer
V. D. Wolfe
H. S. Cox
G. A. Potter
B. L. Gifford

RECEIVED
MAY 26 1972
FOR FILING

Gen files

OREGON STATE HIGHWAY DIVISION

7770

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 24, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Humbug Creek Bridge Section
Lower Nehalem Road, FAS 912
Clatsop County

This negative declaration is preceding our location and design approval for the subject FAS-C project.

LOCATION AND DESCRIPTION OF PROJECT The proposed project is located on the Lower Nehalem County Road at Humbug Creek approximately one mile south of the community of Elsie, Clatsop County, Oregon.

The proposal consists of constructing a reinforced concrete bridge 28 feet wide and 165 feet long; plus grading of approximately 900 feet of roadway with a top-subgrade width of 36 feet, and installation of protective guardrail as required on the approaches. Clatsop County will acquire all necessary rights-of-way and easements, be responsible for utility adjustments, remove the old bridge, and construct the base course and bituminous wearing surface.

PURPOSE OF PROJECT The purpose of the project is to replace an existing obsolete substandard wooden bridge, built in 1948, with a modern safe concrete structure. The proposed structure will be approximately 100 feet downstream from the present bridge and will provide improved alignment.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The Lower Nehalem Road is an inter-county route serving the transportation needs of the community. It carries farm-to-market, recreational, school bus, mail and minor long hauling traffic. The most noticeable impact of the proposal will be the provision of a safe convenient facility for the road user and a benefit to the local road system. There will also be a benefit to the County in reduced maintenance costs.

Additional right-of-way will be required for the proposed project amounting to 1.5 acres. In addition to the brush-lined creek area, a small amount of tillable pasture land will be acquired. No property or farm operation will be impaired and all existing road approaches will be restored. The proposed project will require minor adjustments to both aerial and underground utility systems. Right-of-way acquisitions will not require the relocation of any person from his farm, home or business location.

All necessary precautions will be taken so that there will be a very minimal, if any, detrimental impact on the creek, its aquatic resources, and the natural environment in general. No piers will be constructed in the middle of the creek channel so that restrictions to water flow and disturbance to stream bed will be held to a minimum. Construction will take place between June 1 and October 1, in order to maintain fish passage, as requested by the Oregon Fish Commission in the A-95 Review Procedure, completed November 30, 1971.

There are no public parks, wildlife refuges or recreation facilities or registered historical sites that will be affected by the proposed construction; however, access to recreation areas along the Lower Nehalem River will be improved by providing a safer and more convenient facility.

Some brush and small tree removal will occur along the banks of the creek but only within the confines of the project area. No merchantable timber will be removed.

The existing bridge will remain open to traffic during construction of the new structure and only very minor inconvenience to the road user will occur during realignment and surfacing of the roadway. Flagging and signing will be provided for the temporary control and direction of traffic.

Clatsop County afforded the opportunity for a public hearing; however, no one requested a hearing.

BASIS FOR NEGATIVE DECLARATION This proposed project, although not extensive in nature, is an important element in providing a safe road system for the community. The benefits of the finished project will significantly outweigh any temporary inconvenience to the road user, and detrimental effects, if any, to the local environment will be negligible.

The Oregon State Highway Division does endorse the statements made in this negative declaration based on information furnished by Clatsop County; and your concurrence is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

Endorsement to Oregon State Highway Division

Concur_____ Date_____
Division Engineer

GAP:bb

cc: George M. Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
F. L. Hall
R. E. Royer
Victor Wolfe
L. H. Young
H. S. Cox
R. N. Chase
J. B. Boyd

Clatsop County afforded the opportunity for a public hearing; however, no one requested a hearing.

BASIS FOR NEGATIVE DECLARATION This proposed project, although not extensive in nature, is an important element in providing a safe road system for the community. The benefits of the finished project will significantly outweigh any temporary inconvenience to the road user, and detrimental effects, if any, to the local environment will be negligible.

The Oregon State Highway Division does endorse the statements made in this negative declaration based on information furnished by Clatsop County; and your concurrence is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By _____

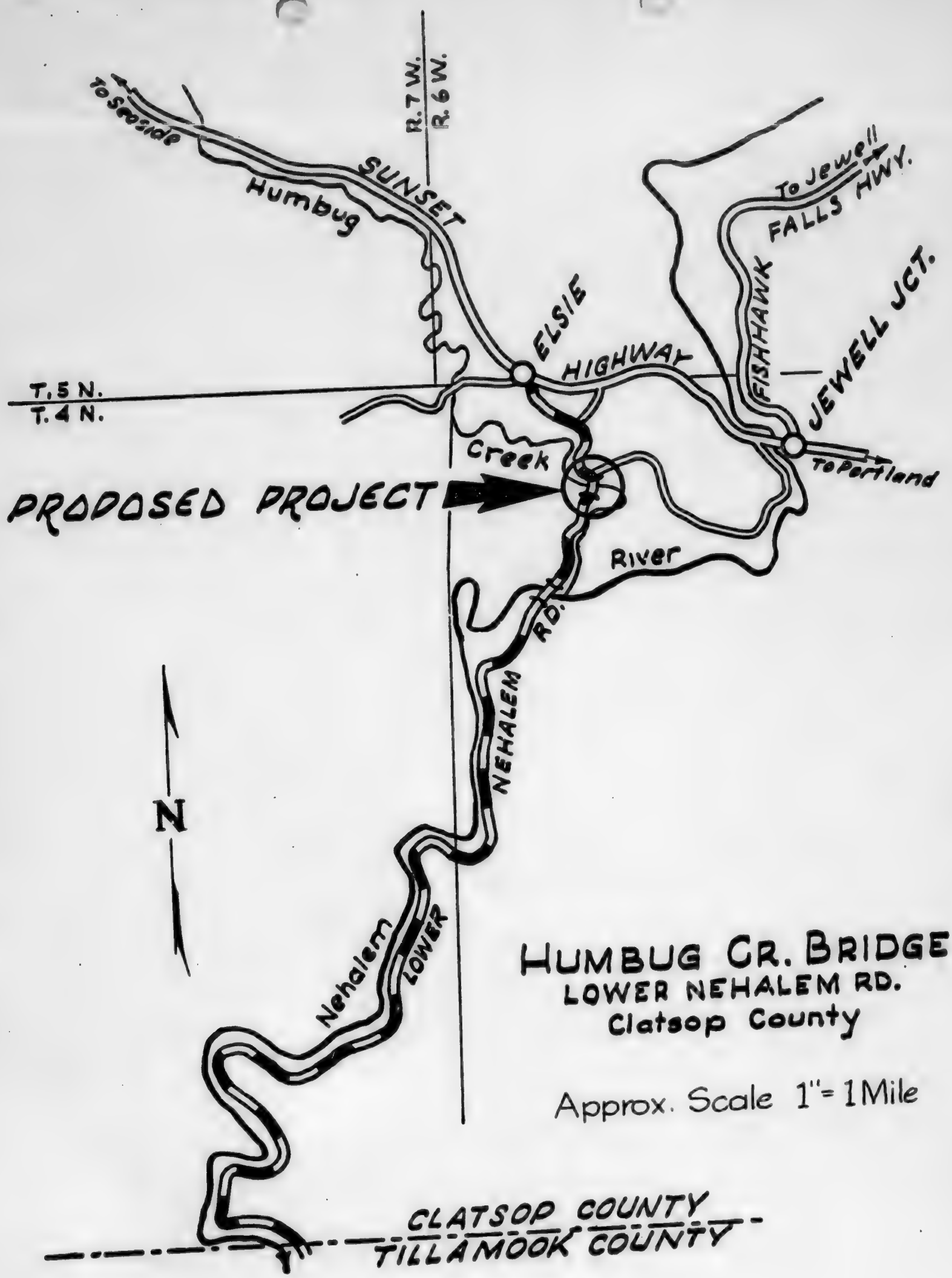
R. L. Schroeder
Assistant State Highway Engineer

Endorsement to Oregon State Highway Division

Concur _____ Date 5-26-72
Division Engineer

GAP:bb

cc: George M. Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
F. L. Hall
R. E. Royer
Victor Wolfe
L. H. Young
H. S. Cox
R. N. Chase
J. B. Boyd



HUMBUG CR. BRIDGE
LOWER NEHALEM RD.
Clatsop County

Approx. Scale 1" = 1 Mile

504-1401 Fas 912 Clatsop

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1972

To: Walt Hart
BRIDGE ENGINEER

SUBJECT: Waterway Opening
Humbug Creek Bridge

There have been several letters from Resident Engineer Loren Weber to this office concerning waterway opening on the Humbug Creek Bridge. All of these except the last one were analyzed and responded to by your office.

Weber indicates his analysis was based on a measurement right angles to stream flow. Please check to determine if those conducted by your office were also done on a measurement at right angles to stream flow. The results of your latest findings would be appreciated. Mr. Weber is still concerned of the adequacy of the proposed waterway.

Original signed by, Gerald Wimer
Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW:rps

cc: H. S. Cox
L. Weber

RECEIVED
COUNTY & CITY SECTION
MAY 25 1972
☑ ENGR. ☑ COOR. ☑ DE ☒ AE ☑ BE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

May 22, 1972

Board of Commissioners
Clatsop County Courthouse
Astoria, Oregon 97103

Attn: Mr. John Dooley
Roadmaster

Re: Humbug Creek Bridge Section
FAS 912
Clatsop County

Gentlemen:

Three prints of the preliminary plans for the structure are enclosed. Would you please examine these plans and if acceptable, note your approval thereon and return one copy to this office.

The latest estimate of this project is $149,000. This includes the grading, as well as the structure.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
for County and City Engineer

HR:ljt

Encl.

May 19, 1972

Board of Commissioners
Clatsop County Courthouse
Astoria, Oregon 97103

Attn: Mr. John Dooley
Roadmaster

Gentlemen:

Enclosed are two copies of an agreement in connection with the Humbug Creek Bridge Section, FAS 912.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to awarding of a contract. The low bid received plus 13½% for engineering and contingencies will be the basis for the county's advance deposit.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After certification by the Highway Commission Secretary, a fully executed copy will be returned for the County's records.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt

Encl.

May 18, 1972

Mr. John Dooley
Clatsop County Roadmaster
Courthouse
Astoria, Oregon 97103

Re: Humbug Creek Bridge Section
Lower Nehalem Road
FAS 912
Clatsop County

Dear John,

Three copies of each of the two revised options #47138-C and 47138-D for subject section are enclosed.

Also enclosed for your use and reference are three prints of right-of-way map 1R-4-516 showing the new right-of-way lines.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for H. S. Cox
County and City Engineer

HR:ljt

Encl.

ENGR. COOR. UE AE UE
UPE CE RE RPE

May 8, 1972

Mr. John Hooley
Clatsop County Roadmaster
Courthouse
Astoria, Oregon 97103

Re: Humbug Creek Bridge Section
FAS 912

Thompson Falls Slide Section
ER - FAS 608

Dear John,

Two copies of each of the right-of-way certificates for each of the subject projects are enclosed. When you have completed your right-of-way transactions would you please complete these certificates and return one copy of each to this office.

These projects are scheduled for the June 29 bid opening, so these right-of-way certificates must be returned to us by May 25.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt

Encl.

504-1401 Jhs 9/2 Clatsop Co

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 2, 1972

To: Frank Hall
DESIGN ENGINEER

SUBJECT: County Requested R/W Change
Humbug Creek Bridge Section

Attached are sheet 3 of the Humbug Creek Bridge plans, 2 sheets field notes, and an April 28, 1972 letter from Resident Engineer Loren A. Weber all describing a right-of-way change necessary to avoid taking the well, left of station 27+70.

Project can be constructed within the revised right-of-way line. This will allow saving the well as requested by the County.

Please arrange for a new description and correction of the plans.

Original signed by, Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW:rps

Attachs.

cc: H. S. Cox

RECEIVED
COUNTY & CITY SECTION
MAY 8 1972
ENGR. COOR. GE AE UE
UPE CE RE RPE

April 14, 1972

DAILY ASTORIAN, Astoria 97103

SIGNAL, Seaside 97138

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties at or near the community of Elsie, Clatsop County, Oregon, relative to the proposed construction of the Humbug Creek Bridge Section on Lower Nehalem Road.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, April 20, 1972, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. J. B. Boyd, Regional Engineer in Salem, phone 378-2626.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:ljt
Att: Notice

cc: Federal Highway Administration
Programing
Planning
Accounting: 504-1401-980
County and City
Public Affairs
J. B. Boyd, Region 2

George M. Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Victor Wolfe
F. L. Hall
W. J. Hart
D. H. Moehring
R. N. Chase
B. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Clatsop County Board of Commissioners, after study of the engineering, environmental and socio-economic aspects and receiving no requests for a public hearing, has requested the Oregon State Highway Division's location and design approval of the Humbug Creek Bridge Section on Lower Nehalem Road in Clatsop County, Oregon.

The proposal consists of constructing a reinforced concrete structure over Humbug Creek, 165 feet long and having a clear roadway width of 28 feet. Approximately 900 feet of roadway will be graded to a top width of 36 feet, and guardrail will be installed as required.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * *

RHP:ljt
4/14/72

DAILY ASTORIAN, Astoria
SIGNAL, Seaside

RECEIVED
MAY 1 - 1972
FOR FILING
STATE OF OREGON
1859
7770

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

April 13, 1972

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

cc: E.S. Hunter
L.H. Young
W.J. Hart (3)
C.G. Swenson
W.H. Tebeau
F.E. Terpin (3)
L.W. Rulien (2)
J.B. Boyd (4)

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

This is in reply to your letter of March 21, 1972, regarding the following construction projects:

1. Humbug Creek Bridge Section
   FAS 912, Clatsop County
2. Nehalem River (Clear Creek) Bridge Section
   FAS 612, Columbia County
3. Ward Road-Polk County Line Section
   FAS 209, Benton County

NOTED
E. S. HUNTER

On the Humbug Creek and Nehalem River bridges, we do not anticipate much conflict with fishery values. Work in the streams where turbidities may be unavoidable should be confined to the period from June 1 to September 1. Early fall runs of chinook normally occur in September. The projects are approved.

Regarding the Ward Road Section, FAS 209, our main concern is that fish passage be maintained. Although the stream is small, coho salmon and cutthroat use the area in winter and spring months. Water quality should be maintained where channel changing is involved.

Thank you for requesting our comments.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. FCO

RECEIVED
APR 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Hall
A. Olson
Terpin
Scott
Iwenson
R. Olson

RECEIVED
APR 17 1972
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RP

cc: George Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
F. L. Hall
R. E. Royer
Victor Wolfe
L. H. Young
H. S. Cox
R. N. Chase
J. B. Boyd

April 6, 1972

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Re: Negative Declaration
Humbug Creek Bridge Section
Lower Nehalem Road, FAS 912
Clatsop County

Dear Mr. Simpson:

This negative declaration is preceding our location and design approval for the subject FAS-C project.

The proposed project is located on the Lower Nehalem County Road at Humbug Creek approximately one mile south of the community of Elsie, Clatsop County, Oregon.

The proposal consists of constructing a reinforced concrete bridge 28 feet wide and ~~165~~ feet long; plus grading of approximately 900 feet of roadway with a top-subgrade width of 36 feet, and installation of protective guardrail as required on the approaches. Clatsop County will acquire all necessary rights-of-way and easements, be responsible for utility adjustments, remove the old bridge, and construct the base course and bituminous wearing surface.

The purpose of the project is to replace an existing unsafe substandard wooden bridge, built in 1948, with a modern safe concrete structure. The proposed structure will be downstream from the present bridge and will provide better alignment.

The Lower Nehalem Road is an inter-county route serving the transportation needs of the community. It carries farm-to-market, recreational, school bus, mail and minor long hauling traffic. The most noticeable impact of the proposal will be in providing a safe convenient facility for the road user and a benefit to the local road system. There will also be a benefit to the County in reduced maintenance costs.

Additional right-of-way will be required for the proposed project amounting to 1.5 acres. In addition to the brush-lined creek area, a small amount of tillable pasture land will be acquired. No property or farm operation will be impaired and all existing access will be restored in

a like or better condition than now established. The proposed project will cause minor adjustments to both aerial and underground utility systems. Right-of-way acquisitions will not require the relocation of any person from his farm, home or business location.

All necessary precautions will be taken so that there will be a very minimal, if any, detrimental impact on the creek, its acquatic resources, and the natural environment in general. No piers will be constructed in the middle of the creek channel so that restrictions to water flow and disturbance to stream bed will be held to a minimum. Construction will take place between June 1 and October 1, in order to maintain fish passage.

There are no public parks, recreation facilities or registered historical sites that will be directly affected by the proposed construction; however, recreation opportunities along the lower Nehalem River will be enhanced when the finished project provides a safer and more convenient facility for the recreation site user.

Some brush and small tree removal will occur along the banks of the creek but only within the confines of the project area. No merchantable timber will be removed.

The existing bridge will remain open to traffic during construction of the new structure and only very minor inconvenience to the road user will occur during realignment and surfacing of the roadway. Flagging and signing will be provided for the temporary control and direction of traffic.

Clatsop County afforded the opportunity for a public hearing; however, no one requested a hearing.

This proposed project, although not extensive in nature, is an important element in providing a safe road system for the community. The benefits of the finished project will significantly outweigh any temporary inconvenience to the road user, and detrimental effects, if any, to the local environment will be negligible.

The Oregon State Highway Division does endorse the statements made in this negative declaration based on information furnished by Clatsop County; and your concurrence is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By: R. L. Schroeder
Assistant State Highway Engineer

Endorsement to Oregon State Highway Division

Concur_____ Date_____
Division Engineer

RHP:ljt

FORM [illegible] (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

April 6, 1972

SUBJECT: Humbug Creek Bridge Section
Lower Nehalem Road, FAS 912
Clatsop County

To: Mr. F. B. Klaboe
Deputy State Highway Engineer

B U I L D I N G

Attached for your signature are two copies of a hearing certification required by Section 128, Title 23 U.S.C.

We have on file Affidavits of Publication and letters from Clatsop County stating that the opportunity for a public hearing was afforded the public relative to the proposed project and that no one requested a hearing.

If approved, will you please return a signed certification to this office for filing and further distribution.

H. S. Cox
County and City Engineer

By

Robert H. Prange
Rural Engineer

RHP:ljt
Att.

cc: Tom Edwards
A. E. Johnson
R. L. Schroeder
L. H. Young
Victor D. Wolfe
F. L. Hall
R. N. Chase

RECEIVED
APR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
COUNTY & CITY SECTION
APR 7 - 1972
☐ ENGR. ☑ COOR. ☐ SE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

4-7-72
Ret. to Co. City

BP 92478-734

MEMORANDUM TO THE FILE

Re: Location-Design Hearing
Humbug Creek Bridge Section
Lower Nehalem Road
FAS 912
Clatsop County

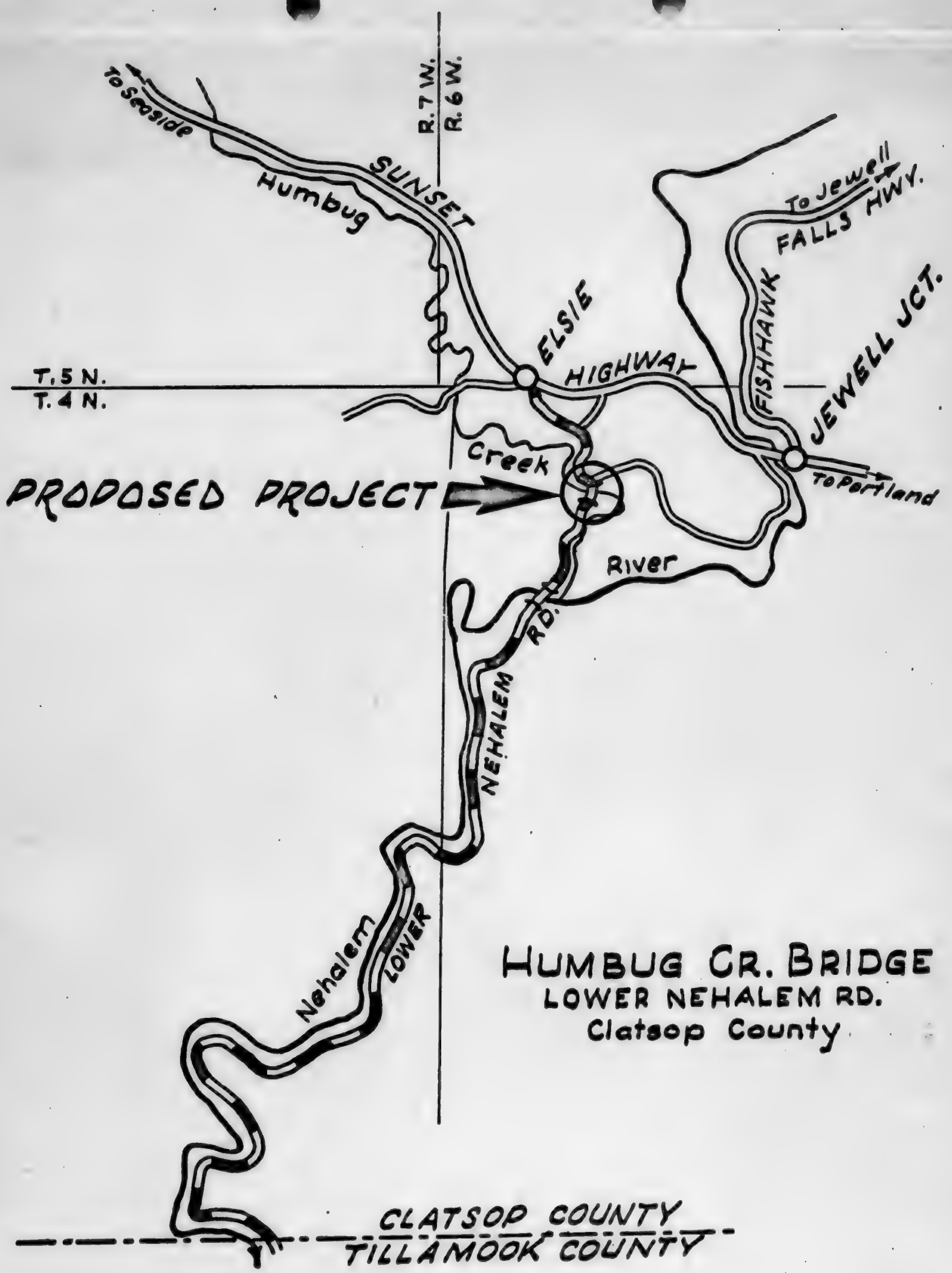
I certify in behalf of the Oregon State Highway Division that the opportunity to request a location-design hearing was afforded the public relative to the proposed project on the Humbug Creek Bridge Section on Lower Nehalem Road, FAS 912, in Clatsop County, and that no requests for a hearing were received.

I further certify that the Highway Division, with Clatsop County, has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

By _____ Date 4/7/72
Deputy State Highway Engineer

RHP:ljt
4/6/72

RECEIVED
COUNTY & CITY SECTION
APR 7 - 1972
☐ ENGR. ☐ COOR. ☐ [illegible] ☐ [illegible] ☐ [illegible]
☐ UPE ☐ CE ☐ RE ☐ PPE ☐



HUMBUG CR. BRIDGE
LOWER NEHALEM RD.
Clatsop County

☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FOR FILING

7770

SALEM, OREGON
April 3, 1972

Mr. Frank Terpin
Design Section

BUILDING

Humbug Creek Bridge Section
Lower Nehalem Road, FAS 912
Clatsop County

On Thursday, March 30, Mr. Dooley, Clatsop County Roadmaster, and Mr. Olsvick, Clatsop County Engineer, expressed the wish that we keep the alignment of this project on the location as shown on our preliminary plans.

I am sending a copy of this letter to Mr. Dooley along with a copy of the preliminary plans for his use and reference.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

cc: Mr. John Dooley, Roadmaster
Mr. T. G. Thompson, Bridge Sect.

E. S. Hunter
V. D. Wolfe

NOTED
E. S. HUNTER

RECEIVED
APR 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Jas 912
Clatsop Co

RECEIVED
COUNTY & CITY SECTION
APR 4 - 1972
ENGR. COOR. CE RE UE
UPE CE RE RPE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 3, 1972
Salem, Oregon

TO: H. S. Cox
County - City

B U I L D I N G

SUBJECT: OPTIONS
Humbug Creek Bridge Section
Lower Nehalem County Road
Clatsop County

This is to confirm that on March 31, 1972, we handed Mr. Reynoldson four original option forms in quadruplet covering right of way to be acquired in connection with the Humbug Creek Bridge Section of the Lower Nehalem County Road in Clatsop County. This contract is scheduled for letting on May 25, 1972.

We also handed him copies of the Authorization List, Mr. Scott's letter of March 27, 1972 and four prints of map 1R-4-516 covering this area and bearing our date of March 28, 1972.

FILE NO.	NAME	AREA
47138-A	Eugene W. & Minnie McGaughey	0.01 Acre
47138-B	Calvin & Rosalie Mae Ninas	0.42 "
47138-C	Earl & Dorothy C. Johnson	0.95 "
47138-D	Harold R. & Ellen L. Leigh	0.08 "

John R. Oakes

JOHN R. OAKES
Assistant R/W Engineer

AC:gv
Enclosures

cc: J. B. Boyd - 1 print
Rod J. Henry

Sent to County.
3/31/72

MAR 2 1972
CHGR. COORD. DE AE UE
UPE DE DE

SALEM, OREGON
April 3, 1972

Mr. Walt Hart
Bridge Engineer

BUILDING

Attached for your information are copies of correspondence from Clatsop County supporting the County's desire for a 28-foot travel width for the Humbug Creek Bridge. The County's original project request, hearing publications and environmental statement all refer to the 28-foot width.

Traffic counts show a present ADT of 100 and a projected 1992 ADT of 160 with a DHV of 32 for this section of road. This, together with the type of terrain and design speed indicates that the proposed 28-foot width is adequate and conforms to AASHO design standards.

The Nehalem River Bridge, which was constructed as an FAS-C project only a mile from the Humbug Creek Bridge, has a 28-foot roadway and adequately serves the same amount and type of traffic.

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt

Att.

Ted Thompson

RECEIVED
MAR 1972
FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7272

March 21 1972

RECEIVED
MAR 29 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Gentlemen:

cc: E.S. Hunter
L.H. Young
W.J. Hart (3)
C.G. Swenson
W.H. Tebeau
F.E. Terpin (3)
L.W. Rulien (2)
J.B. Boyd (4)

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, herewith are preliminary plans for the following projects scheduled for contract letting May 25, 1972.

1. Humbug Creek Bridge Section — approved
FAS 912, Clatsop County

2. Nehalem River (Clear Creek) Bridge Section — approved.
FAS 612, Columbia County

3. Ward Road-Polk County Line Section — 2 x 6 pipe each approved.
FAS 209, Benton County

Your special attention and recommendations will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

Frank L. Hall
Design Engineer

NOTED
E. S. HUNTER

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson

RECEIVED
MAR 29 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

SNR 3-24-72

Enclos.

Dear Frank,
We anticipate no fishery conflicts & projects are approved.
Burt Carnegie

RECEIVED

OREGON STATE HIGHWAY DIVISION

57770

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-2133

March 21, 1972

Mr. John McKean
State Game Director
Oregon State Game Commission
Post Office Box 3503
Portland, Oregon 97208

Attention: Mr. R. O. Koski

Gentlemen:

To satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963, herewith are preliminary plans for the following projects scheduled for contract letting May 25, 1972.

1. Humbug Creek Bridge Section
   FAS 912, Clatsop County

2. Nehalem River (Clear Creek) Bridge Section
   FAS 612, Columbia County

3. Ward Road-Polk County Line Section
   FAS 209, Benton County

NOTED
E. S. HUNTER

Your special attention and recommendations will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

cc: E. S. Hunter
L. H. Young
W. J. Hart (3)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (3)
L. W. Rulien (2)
J. B. Boyd (4)

Enclos.

RECEIVED
MAR 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
COUNTY & CITY SECTION
ENGR. UPE DE

fao 912
Clatsop Co
Hearing

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

March 1, 1972

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attn: H. S. Cox
County and City Engineer

Dear Mr. Cox:

Enclosed find copies of affidavits of publication regarding hearings for construction of Humbug Creek Bridge.

The County received no requests, therefore a public hearing was not held, and no informal meetings were held.

The County has considered the social, environmental and economics of the location and design and finds the project compatible to land use and to planned arterial systems.

Very truly yours,

H. M. Olsvick

H. M. Olsvick,
County Engineer

HMO/jc
Enc.

January 14, 1972

To Whom it May Concern:

In compliance with Federal regulations and State statutes pertaining to construction of bridge, roadways and this type of work; the following information regarding the proposed construction of the Humbug Creek Bridge is available for discussion, and approval request.

LOCATION AND DESCRIPTION OF PROJECT — The proposed project is located on Humbug Creek Bridge Section of Lower Nehalem Road lying near the community of Elsie, Clatsop County, Oregon.

The proposal consists of replacing an existing wooden bridge over Humbug Creek with a reinforced concrete bridge 28 feet wide and approximately 162 feet long plus construction of approximately 900 feet of roadway with two 12 feet travel lanes and 2 foot shoulders, all on revised alignment. Clatsop County will acquire all necessary right-of-way and easements.

PURPOSE OF PROJECT — The purpose of the project is to replace an existing deteriorated wooden bridge built in 1948.

The proposed structure will be downstream from the existing bridge and will provide better alignment thus providing a safer and more convenient route for motorists.

DISCUSSION OF ENVIRONMENTAL IMPACTS — The proposed project will provide Clatsop County with a facility that will be safer, more aesthetically pleasing and a benefit to the County's transportation system. There will also be a benefit to the County in reduced maintenance costs.

Additional right-of-way will be required; however the property to be acquired is agricultural and the loss of tillable land will be held to a minimum.

All necessary precautions will be taken during construction of the project so that there will be a very minimal, if any, detrimental impact on the creek, its aquatic resources, and the natural environment in general.

There are no recreation facilities or wildlife nesting or feeding grounds which will be affected by the project. Right-of-way acquistions will not require the relocation of any person from his home, farm or business location and all access points will be restored in a like or better manner. There are aerial and underground utility systems which may require adjustments.

No major inconvenience will occur to the road users during construction because the existing bridge and roadway will be in use until the new facility is completed. Adequate signing and flagging for the temporary protection of traffic will be provided.

BASIS FOR NEGATIVE DECLARATION — The proposed project is an important element in Clatsop County's road system. The benefits of the finished project will outweigh any temporary inconvenience to the road user and minor loss of private land. The detrimental impact, if any, to the local environment will be negligible; therefore, approval of this negative declaration is justified.

AB 835
ROAD HEARING NOTICE

Notice is hereby given that Clatsop County has proposed plans for future right-of-way acquisition and construction on the Humbug Creek Bridge Section of Lower Nehalem Road lying near the community of Elsie, Clatsop County, Oregon.

The proposal consists of constructing a reinforced concrete bridge 28-feet wide and approximately 162-feet long plus construction of approximately 900-feet of roadway with two 12-foot travel lanes and 2-foot shoulders all on revised alignment.

This notice is given in compliance with federal regulations and state statutes pertaining to this type of proposal whereby it is required that public notice be given to enable interested persons to request a hearing on the proposal.

Any interested citizen may request that a public hearing be held covering the social, economic, and environmental effects of the proposed location and design for this highway project by delivering a written request to the Clatsop County Board of Commissioners on or before February 16, 1972.

In the event such a request is received, a public hearing will be scheduled and adequate notice will be publicized regarding the date and location of the hearing.

Maps, drawings, and other information about the proposed project are available at the Clatsop County Courthouse for inspection and copying. A statement regarding the environmental effects the proposal will have on the area is also available at the County Courthouse for review and information.

MARY HAY
County Clerk

Publication Dates: January 20, 27, 1972.

AFFIDAVIT OF PUBLICATION

STATE OF OREGON, }
COUNTY OF CLATSOP. } ss.

I, Jeannine Oppenlander being first duly sworn, depose and say that I am the principal clerk of the manager of the DAILY ASTORIAN, a newspaper of general circulation, as defined by section ORS 193.010 and 193.020 Oregon Compiled Laws, Annotated, printed and published daily at Astoria in the aforesaid county and state; that the Road Hearing Notice, a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for two times in the following issues January 20, 27, 1972

Signed Jeannine Oppenlander

Subscribed and sworn to before me this 27 day of January, A.D. 19 72.

Notary Public for Oregon.

NOTARY PUBLIC FOR OREGON
My Commission Expires May 15, 1974

RECEIVED
COUNTY & CITY SECTION
MAR 2 - 1972
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
COUNTY & CITY SECTION
MAR 2 - 1972
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

STATE OF OREGON } SS.
COUNTY OF CLATSOP

I, Graham Doar, being first duly sworn, depose and say that I am the ~~editor~~/office manager of the Seaside Signal, a newspaper of general circulation, as defined by Sections 193.010, 193.020, Oregon Revised Statutes, printed and published at Seaside in the aforesaid county and state, and that the Rd hrng notc - Clatsop Co

....., a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for two (2) successive and consecutive weeks in the following issues Jan 20, 27, 1972

Graham Doar

Subscribed and sworn to before me this 31st day of Jan, 19 72

Notary Public for Oregon

My Commission expires 7th day of Sept, 19 75

43
.408334
FT.96
17.15

SEASIDE SIGNAL

SEASIDE, OREGON

ROAD HEARING NOTICE

Notice is hereby given that Clatsop County has proposed plans for future right-of-way acquisition and construction on the Humbug Creek Bridge Section of Lower Nehalem Road lying near the community of Elsie, Clatsop County, Oregon.

The proposal consists of constructing a reinforced concrete bridge 28 feet wide and approximately 162 feet long plus construction of approximately 900 feet of roadway with two 12-foot travel lanes and 2-foot shoulders all on revised alignment.

This notice is given in compliance with federal regulations and state statutes pertaining to this type of proposal whereby it is required that public notice be given to enable interested persons to request a hearing on the proposal.

Any interested citizen may request that a public hearing be held covering the social, economic, and environmental effects of the proposed location and design for this highway project by delivering a written request to the Clatsop County Board of Commissioners on or before February 16, 1972.

In the event such a request is received, a public hearing will be scheduled and adequate notice will be publicized regarding the date and location of the hearing.

Maps, drawings, and other information about the proposed project are available at the Clatsop County Courthouse for inspection and copying. A statement regarding the environmental effects the proposal will have on the area is also available at the County Courthouse for review and information.

Mary Hay, County Clerk

Publish January 20, 27, 1972

ENGR. ✓ ... ✓ CE ✓ ALE ✓ UE
✓ UPE ✓ CE R RE ... ☐

January 10, 1972

Mr. John Dooley
Clatsop County Roadmaster
Courthouse
Astoria, Oregon 97103

Dear Mr. Dooley:

We have received the survey data for the Humbug Creek Bridge and, in view of the fact that right-of-way will be acquired for the project, the County will have to either hold a public hearing or afford the opportunity for one. To assist you in this I am enclosing the following materials:

1. Copy of PPM 20-8, Public Hearings.
2. Set of instructions for advertising and holding a public hearing.
3. Suggested letter and notice to newspapers.
4. Hearing maps.

Since the project is in a rather remote area and there is no evidence of local opposition, the suggested newspaper letter and notice is only for the purpose of notifying the people in the area that a hearing will be held if one is requested. If as a result of the published notice a hearing is requested, please notify us at once and the materials for advertising and holding a public hearing will be sent to you.

If no requests for a hearing are received by the deadline date, please send us the following:

1. Copy of the affidavit of the hearing notice publication and newspaper articles.

2. A statement that, since the County received no requests, a public hearing was not held.

3. A statement of whether or not any informal hearings or informational meetings were held pertaining to the project.

4. A statement that the County has considered the social, environmental and economical effects of the location and design of the project, and that the County finds that the

ENGR. CONSR. CE AE UE
UPE CE RPE

project is compatible to land use and to the planned arterial system. If possible, please send copies of any Planning Studies, Traffic Surveys, or Recreation Studies made with reference to land use and arterial systems in the area.

You will note that the suggested notice sets a deadline for receiving requests for a public hearing and that the notice is to be published twice; once three weeks before the deadline, and again two weeks before the deadline.

Also, please note that the notice states that a statement concerning the environmental effects of the project is available at the time the notice is placed in the papers. This statement should tell "how" and "why" the project will have little, if any, adverse effects on the surrounding environment. It should also state what measures can or will be taken to reduce any detrimental effects on the environment and what aspects of the proposed project will benefit the area. There are attached some sample environmental declarations which might be of benefit to you in writing the environmental statement for the project.

There is also enclosed for your information a copy of the locating engineer's narrative report and two maps showing the project as surveyed.

If you wish further information or instructions on any of the above, please call or write.

Very truly yours,

H. S. Cox
County and City Engineer

By

Robert H. Prange
Rural Engineer

RHP:ljt

Encl.

May '72
Schedule
$120,000.00

☑ ENGR. ☑ [illegible] ☑ CE ☑ AE ☑ UE
☑ UPE ☑ C[illegible] RE ☐ RPE ☐

SALEM, OREGON
January 7, 1972

Humbug Creek Bridge Section
FAS 912
Clatsop County

Mr. Victor D. Wolfe
Locating Engineer
B U I L D I N G

Attn: Mr. P. L. Carstensen

The survey data for the above project has been examined and it has been found to be consistant with the project requested by the County and approved by the Highway Commission, except that the County has now requested that the earth work be included in the project.

HR

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

FORM E-30 (4-70) SP*52503-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon

December, 1971

Recd 1/5/72

To:

SUBJECT: Report of Survey
Section: Humbug Creek Bridge
Clatsop County
Type: Location for Bridge
Lower Nenalem County Road
Prefix: 504-1401
Length: 1,600'
Began 12/8/71 Completed 12/31/71

The point of beginning is approximately 0.75 miles westerly on the Lower Nenalem County Road from the Sunset Highway, M.P. 19.07 which is just east of Elsie. The end of the survey is across Humbug Creek tieing into a tangent in the existing alignment about 600' from the center of the bridge across Humbug Creek.

The field data was sent to Region office on Friday December 31, 1971.

The total amount authorized for the field survey was $2,400 and the amount spent was $3,160.

The coordinates used for the survey were assumed and the bearing determined from adjacent property corners tied which corners were on the North - South section line with one of these being the Northwest corner of Government Lot 13 which would be the ¼ corner on a normal section but which is approximately 1,320 North of the corner for the section. This is substantiated by the Assessor's plat along with property descriptions in the area and prints of our previous maps of the area numbered 5-3-11-7 and 6S-12-8.

There were no coodinate points close by and there was no clear weather during the period of the survey when a solar observation could be obtained. The County plans to write the description and buy the property and they have been advised that the descriptions should be made on the centerline description basis rather than metes and bounds as this will resolve any errors that may result from a bearing error.

The proposal submitted by the County contemplated the use of two curves with no spirals with these being a 24°, a short tangent and a 20°. Their theory being that the bridge could be constructed on the tangent section. A modification of this could still be done by the use of spirals but the method chosen was one curve, spiraled on each end thus the bridge will be entirely on the simple curve with uniform super throughout.

The total delta will remain the same as we would still be connecting to the existing tangents. The main advantage to the two curve approach would be more nearly a right angle crossing of the creek. The first projection used was a 15° curve but we found this to be too close to the existing bridge on the Northerly end as the rip rap and the toe of the fill slope ran beneath it, thus the 16° 30' curve has been used to adequately clear the existing structure which must be used until the new bridge has been completed.

The purpose of the survey is to prepare plans, specifications and estimate of cost to construct a new bridge across Humbug Creek along with the grading of the approaches and the furnishing and installing of guard rail and sight posts after the county has done the surfacing work.

The original intent was for the County to do the grading and surfacing of the approaches but due to the fact that these should be done before the bridge is constructed and the proposed early season of work, the County people feel there wouldn't time to enable them to get the grading done prior to the letting date. They feel they will be able to do the surfacing " on command " at a considerale less cost than by contract and are submitting a letter to this effect.

There will be no effect on public recreational sites or parks as there are none in the vicinity. It will be necessary however to obtain a clearance from the proper authorities to allow us to widen the channel of the creek on one side. This is necessary to provide comparable water way under the new structure at a slightly lesser elevation than that under the existing structure which is of wood setting on timber piles as shown on the vicinity map.

The high water line indicated by the property owners just upstream is approximately elevation 401' which computes to a 73[illegible] s. f. area under the existing bridge.

I have shown this channel widening on the Southerly side of the creek at an elevation of approximately 393 which is about the average winter water elevation, thus we may do the excavation with a minimum disturbance of the creek flow. The proposed final flow line would be approximately one foot higher than this to allow for the placement of some channel protection material which has been shown in the estimate.

A brief coverage of the individual bid items where applicable is as follows.

The clearing and grubbing work in so far as the job is concerned will be minimal as there is no brush except along the creek banks though there will be some clearing necessary in the borrow area right of stations 28 - 30.

Since the grading consists mainly of embankment in place, I have chosen the embankment in place method of payment, thus the material removed from the channel revision, etc. may be used as fill material and the borrow area need not be measured seperately.

Borrow suitable for use may be obtained from County owned property to the right of the area from 28 - 31 plus or minus.

About half of the embankment is on the Northerly side of the stream across the creek from this borrow.

The existing brdge is quite weak so the contractor would have to consider this in his planning. There are possibly three alternatives. 1. haul with small trucks; 6 yarders the county people tell me will work 2. reinforce the existing bridge which may be done without too much trouble as the County now has to do this anytime a large load crosses or 3. locate a borrow on the North side of the creek. I understnad that the County has a source close by, but the access is poor.

The items, Toe Trench excavation, Class 700 rip rap and Channel Protection have been proposed to protect against erosion on the new work from the fast moving stream. The Class 700 rip rap may be excessive, but the next step down, Class 100 is in my opinion too light, or not large enough. Materials meeting the Class 700 requirements should be available from one of the following three souces; The Hjortland Quarry, The Houck Pit, used for the Saddle Mountain Job, or the source just East of the Quartz Creek Bridge.

As covered previously, the County wants to do the surfacing work with their forces so none of these items of work have been covered in this estimate. They have assured me that they will be ably to get the rock on as soon as the grade is ready such that the contractor will not be delayed for long between the grading and the structure work.

I have shown the items of Guide Posts and Guard Rail to be done by contract as the County people feel they don't have adequate facilities to install the guard rail and sight posts.

The structure has been planned on the basis of skewed ends to accomodate the supers and the channel alignment. The slopes used were 2:1 with the thought that the fill could be constructed to the top of the rip rap elevation. The rip rap could be placed, then the fill brought out to the edge of this and brought on up which will shorten the structure as much as possible, the length of this being a sore point with the County.

The temporary signing work necessary to protect the traffic could consist of, in addition to the project and contractor's identification signs, a set of warning signs on each end of the construction area with these being " Slow, Road Construction Ahead ", " Be Prepared To Stop " and " Watch for Flagman ".

Since the volume of traffic on this road is low and slow due to the poor alignment, these signs should be adequate to cover the work even though there will be cross traffic on the South where the main borrow is located and trucks entering and leaving the road on the North side where the fill will be constructed.

At the time of writing this report, December 28, 1971, there has been no soils work done, though I understand that the Soils Section has been alerted by Mr. Wimer. There will of course be aneed for foundation exploration work for the bridge piers though I don't feel there is a great problem.

There are two utility lines which will be in conflict. One, a power line and Two, a telephone cable.

The power line appears to be on private property and has at least two poles that will need adjusting. The telephone is a combination of overhead lines and buried cable, the latter which is inside the existing R/W on the South end and which will require protection where the new line departs from the old and crosses the cable.

Loren A. Weber

Resident Engineer

Form E-40

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET 1 OF 1 SHEETS

Humbug Creek Bridge
Estimate of Cost

					Unit	Gross Amount	Unit Cost	Amount
1	Temp. Prot. & Dir. of Traffic				Lump Sum	All		1,000
2	Clearing & Grubbing				"	All		2,000
3	Embankment in Place				Cu. Yd.	3,500	1.00	3,500
4	Toe Trench Excavation				"	1,200	2.00	2,400
5	Loose Rip Rap Class 700				"	2,000	5.00	10,000
6	Channel Protection				"	300	5.00	1,500
7	Finishing Roadbed & Slopes				File	0.2	2,000	400
8	Guide Posts 4-1				Each	25	8.00	200
9	Guard Rail Type 1				Lin. Ft.	350	4.00	1,400
10	Guard Rail Terminal Anchors				Each	5	250	1,250
11	Shoring-Bracing, Etc.				Lump Sum	All	500	500
12	Structural Excavation				Cu. Yd.	100	6.00	600
13	Reinforced Concrete Structure				Lump Sum	All		91,000
14						Sub Total		120,750
15	Engineering & Contingencies				20%			24,150
16								
17					Total			144,900
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								

SP*12284-734

Sec. 5 T. 4 N. R. 7 W., WM.

C. & R. Ninas
272-515

D. Johnson
320-298

LUUKINEN LOOP ROAD

CREEK

E. & D. Johns
320-298

+34.55

+50

+34.55

0.42 Ac.
47138-B

70'

50'

25'

70'

+50

0.95 Ac.
47138-C

47138-A
0.01 Ac.±

+50

30'

40'

30'

E

3" water susp

20+34.55 P.S.

+34.55 P.S.C.

HUMBUG

23734

E. & M. McGaughey
264-441

Clatsop Co.
203-77

27+79.35 P.C.S.

+00

65'

+79.35

60'

0.08 Ac.±
47138-D

Telephone Cable Junction Box

40'

+00

16°30' C.R.
TA=122°53'30"
R=806.90'
300' Sps.
S=24°45'
D=5.5

30

30+79.35 P.T.

30'

N. 39°23' W.

Lot 13

5

6

FAS

REGION 2 ENGINEER
RECEIVED
DEC 31 1971
RE RCE RME RTE ROE
ULE GEO TA FILE

OREGON STATE HIGHWAY DEPARTMENT

Loren A. Weber
P.O. Box 804
Astoria, Oregon 97103
December 28, 1971

Re: Humbug Creek Bridge Location
Nehalem River Road
Clatsop County

Mr. John Dooley
County Roadmaster
Clatsop County
Clatsop County Courthouse

Dear John,

Here for your review is the Detail Map for the subject location showing proposed centerline, Right of Way and proposed structure.

I would like to point out that this is a field design only and subject to review and revision by Salem. I would therefore advise that any Right of Way acquisition by your department should be delayed until we have the final design.

Also, when property descriptions are finally written and prepared, these should be written on the centerline basis as done by our R/W Section as the new road will be the best reference available for determination of the new Right of Way lines.

Sincerely,

Loren A. Weber
Resident Engineer

RECEIVED
COUNTY & CITY SECTION
JAN - 3 1972
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

cc: J. B. Boyd

cc W.S. Cox — Has Dooley been alerted on R/W hearing procedures? LW

FAS 912

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

December 27, 1971

COUNTY & CITY SECTION
DEC 28 1971
ENGR. ☑ ☑ ☑ AE ☐ UE
UPE ☐ CE ☐ RE ☑ RPE ☐

Mr. Si Cox
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Ref: Humbug Bridge

Dear Sir:

We would like to amend our F.A.S. application on the Humbug Bridge on the following items.

1. Section 2 Item 18 - The fills on bridge ends to be part of the contract.

2. Section 2 Item 22 - Any rip rap or placing of same to be part of contract.

3. Section 2 Item 24 - No detour needed.

We discussed several other items with Mr. Weber and after checking our application, I think they are covered.

a. The County will do the surfacing and oiling.
b. The Contractor to furnish and install guard rails.
c. Any additional R/W to be picked up by the County.
d. We would like the responsibility of the procurement of permits for any work in the stream bed to be picked up by the State.

Any job priority between the Humbug Bridge and the Blind Slough Bridge should go to the Humbug Bridge, if possible, as we can detour the traffic at Blind Slough but if we would have to close the Humbug Bridge, there is no place to detour the traffic.

Copy to :- Walt Hart
Frank Terpin

Happy New Year!
Yours Truly,

John Dooley

John Dooley, Roadmaster

JD/jc

RECEIVED
DEC 27 1971
FOR FILING

United States Department of the Interior

NATIONAL PARK SERVICE
920 N. E. Seventh Avenue
Portland, Oregon 97232

IN REPLY REFER TO:

7770

December 1, 1971

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Young:

This will acknowledge the Notice of Intent application to apply for federal-aid assistance for the following projects:

Humbug Creek Bridge Sec., FAS 912
Lower Nehalem Rd.
Clatsop County

Austin Road Interchange Sec.
Sunset Highway
Washington County

Hess Creek-Chehalem Creek (Newberg) Sec.
Pacific Highway West
Yamhill County

NOTED
F. B. KLABOE

We have no comments to offer at this time on these proposals.

cc: December 3, 1971
R.E. Simpson FHWA
F.B. Klaboe
F.L. Hall
D.H. Moehring
W.D. Albright
R.E. Royer
W.H. Tebeau
H.S. Cox
E.L. Everton
J.B. Boyd
John Sheldrake
L.W. Rulien
F.T. Lacey

RECEIVED
DEC 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

cc: chron

Sincerely yours,

Daniel F. Burroughs

Daniel F. Burroughs
Chief, Portland Field Office

BEN GIFFORD

RECEIVED
DEC 4 1971
PROGRAM & PLANNING
DIVISION

NOTED
R. D. ASBURRY

NOTED
L. H. YOUNG

RECEIVED
DEC 6 - 1971
FOR FILING
7770

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

PUBLIC SERVICE BUILDING • • • • • • • • • SALEM, OREGON 97310

November 30, 1971

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

R. L. PORTER
NOTED

Re: Humbug Creek Bridge Sec.
FAS 912 Lower Nehalem Road
PNRS #71.0522

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has completed the review of this program.

Your Notice of Intent was referred to the appropriate State agencies. All respondents indicated concurrence and approval.

The following agencies are quoted.

The Fish Commission of Oregon:

"Humbug Creek, in the area, has substantial runs of steelhead trout, coho and chinook salmon, thus fish passage and water quality must be maintained. Recommended const. period is June 1, Oct. 1."

The Game Commission of Oregon:

"Care must be taken to avoid reduction of water quality in the stream during construction."

12-3-71

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

RECEIVED
DEC 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 12 1971
FOR FILING

FORM S-30 (REV. 10-69)

7770

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

November 11, 1971

SUBJECT: Blind Slough Bridge Section
Barendse Road, FAS 757
Clatsop County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

Clatsop County is requesting that some of their Federal funds be used as their 20% share of matching funds for the construction costs of the Blind Slough Bridge. This means that this project will be financed with 80% Federal funds and 20% State funds.

The County is making their request because the funds they had budgeted for this bridge were used for the repairs for the January storm. To make matters worse for them, they must also replace the Humbug Creek Bridge at this time. It is estimated that the Blind Slough Bridge will cost approximately $450,000. The 20% County share will be approximately $90,000.

Your earliest consideration of this matter is requested because we hope to submit this project to the Highway Commission for approval at the November 24, 1971 meeting.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

orig. to Carl 11-12-71

11/12/71
Approved
Asst. State Hwy. Engr.

RECEIVED
NOV 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

GPO 824775-734

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

November 8, 1971

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97103

Re: Blind Slough Bridge Section
FAS 757
Clatsop County

Dear Sir:

Enclosed herein signed copy of form regarding application for advancement of Federal allocation of FAS funds for fiscal years 1974, 1975 and 1976.

We are requesting this 80% participation due to the necessity of having to construct both the Humbug and Blind Slough bridges at this time.

The financial condition of Clatsop County has been adversely affected by flooding and adverse weather conditions which have resulted in unanticipated expenses and depletion of available County matching funds.

Sincerely,

H. M. Olsvick

H. M. Olsvick, County Engineer

RECEIVED
COUNTY & CITY SECTION
NOV 11 1971
☑ SR. ☐ BCSR. ☐ ☐ ☐ ☐
☐ RPE ☐ BE ☐ RE ☐ RPE ☐

HMO/jc

Hold for Prefix

FORM B-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 11, 1971

SUBJECT: Humburg Creek Bridge
Clatsop County FAS 912

To: Vic Wolfe
LOCATION ENGINEER

Attached are an authority for survey, location prospectus, estimate of cost to do the survey, and a letter of explanation and transmittal from Resident Engineer Loren Weber.

According to the data prepared by the County-City section, when they took Clatsop County's application, the County desires a 28' width bridge with no sidewalks. The new roadway leading to each end of the structure should be of equal width. This would meet the minimum standards established for such low traffic county roads. It is, therefore, recommended that the grading at the each end of the structure be a minimum of 28' width. This is slightly wider than what the survey data and prospectus are written for. This data is written for 9' travel lanes and 3' shoulders similar to what exists.

Original signed by, Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

cc H. S. Cox
Loren Weber

RECEIVED
COUNTY & CITY SECTION
NOV 12 1971
☑ ENGR. ☐ GEOR. ☑ CE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

SP*92475-734

EXECUTIVE DEPARTMENT
PROGRAM PLANNING DIVISION
FEDERAL AID COORDINATION UNIT
301 Public Service Bldg., Salem, Oregon 97310

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING November 5, 1971

Distribution of information relative to these projects has been made to selected state agencies for review. If your agency was not included in the distribution and you desire to examine and comment on any of the proposals, information will be supplied upon request.

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0520	Board of Education	EDPA (Part 2B) State Plan (Revision) Annual Report FY 71	Statewide	15
71.0521	Lane Community Action	Planning Grant, Headstart $ 9,700	Lane County	5
71.0522	Highway Division	Humbug Creek Bridge Sec. FAS 912, Lower Nehalem Road $ 120,000	Clatsop County	1
71.0523	Highway Division	N.E. 122nd Ave. - N.E. 181st Ave., Columbia River Highway $10,000,000	Portland	2
71.2524	HUD Housing - Dan O'Brien	Knollwest	Aloha	2
71.0525	Highway Division	Divide-Comstock Sec. Pacific Highway $ 4,550,000	Lane and Douglas Counties	5, 6

11-5-71

RECEIVED
NOV 11 1971
FOR FILING

11-10-71
REFERRED TO
Jerry

NOTED
JOHN EDWARDS

RECEIVED
NOV 8 - 1971
FOR FILE
7770

STATE OF OREGON INTEROFFICE MEMO

TO: R. L. Porter, State Highway Engineer DATE: November 3, 1971

FROM: Federal Aid Coordination Unit
301 Public Service Bldg., Salem

SUBJECT: Humbug Creek Bridge Sec. FAS 912 Lower Nehalem Road
PNRS #71.0522

We have received your Notice of Intent and assigned the file title and number that appear above. It would be helpful if you would use this reference in any future correspondence on this project.

We have distributed copies of your Notice to the appropriate agencies with a request that they reply by November 24, 1971.

If you have questions or need assistance, please let us know.

NOTED
TOM EDWARDS

RECEIVED
NOV 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

WCK:mv

81-125.0015

RECEIVED
NOV 1 - 1971

7770

October 29, 1971

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 1 — Humbug Creek Bridge Sec., FAS912
Lower Nehalem Rd., Clatsop Co.

Federal Aid Secondary

The estimated date of filing for federal-aid funds on this project is December 15, 1971. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachment

RLG:js

cc: R. E. Simpson, FHWA
F. B. Kimbee
F. L. Hall
I. D. Marchant
D. H. Moehring
W. H. Tobeau
H. S. Cox
B. L. Gifford
R. H. Chase
E. L. Everton
J. B. Boyd

DISCARDED
NOV 1 - 1971
FOR FILING
7770

October 28, 1971

Clatsop-Tillamook Intergovernmental Council
P. O. Box 266
Tillamook, Oregon 97141

Gentlemen:

Attached for your review and comments as District Clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal Aid Secondary — Humbug Creek Bridge Sec., FAS 912
Lower Nehalem Rd., Clatsop Co.

The estimated date of filing for federal-aid funds on this project is December 15, 1971. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

BLG:js

cc: R. E. Simpson, FHWA
F. R. Klaboe
F. L. Hall
I. D. Marchant
D. H. Mechring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. M. Chase
E. L. Everton
J. B. Boyd

RECEIVED
NOV 1 - 1971
FOR FILING
7770

October 29, 1971

TO ALL INTERESTED FEDERAL AGENCIES

Gentlemen:

In accord with paragraph 5 of the Federal Highway Administration Policy and Procedure Memorandum 20-8, attached is a Notice of Intent application to apply for federal-aid assistance.

Humbug Creek Bridge Sec., FAS 912
Lower Nehalem Rd., Clatsop Co.

If your agency needs additional information or wishes to comment on these proposals, please advise the Program and Planning Section, State Highway Division, Salem, Oregon

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

U.S. Dept. of Agriculture
U.S. Dept. of Housing
U.S. Dept. of Interior
Bureau of Outdoor Recreation
Federal Aviation Admin.
Bureau of Sports Fisheries & Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency

Attachments

HLG:jo

cc: R. E. Simpson, FHWA
F. B. Kisbee
R. H. Chase
B. L. Gifford

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Humbug Creek Bridge Sec., FAS912
Lower Nehalem Rd., Clatsop County

October 29, 19 71

FROM: Applicant Agency State Highway Division Salem, Oregon (Address)

Contact Person L. H. Young 378-6563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District one (1) City .....

County Clatsop Special District(s) (if applicable) .....

Other affected jurisdictions/agencies .....

3. **Federal Program**

Common Program Name Federal-Aid Secondary

Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency ..... Renewal Application .....

---

4. **Estimated Project Cost**

Federal Share $ 72,000
Loan ..... Grant .....
Local Applicant Share (Clatsop County) (if any) $ 24,000
State Agency Share $ 24,000
Other (Specify) $ .....

Total $ 120,000

Source of State Agency Share

General Fund $ .....

Other Funds (specify) $ 24,000 Highway

Indirect Cost Reimbursement

No X Yes ..... $ ..... (Approx)

Will Federal share change: No X

Yes, from .....% to .....%

When .....

5. **Period Covered by Projects**

Beginning date ..... May 1972
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) ..... 12 months

Approximate ending date ..... June 1973

Will renewal be requested? Yes ..... No X

6. **Estimated Application Filing Date** ..... December 15, 1971

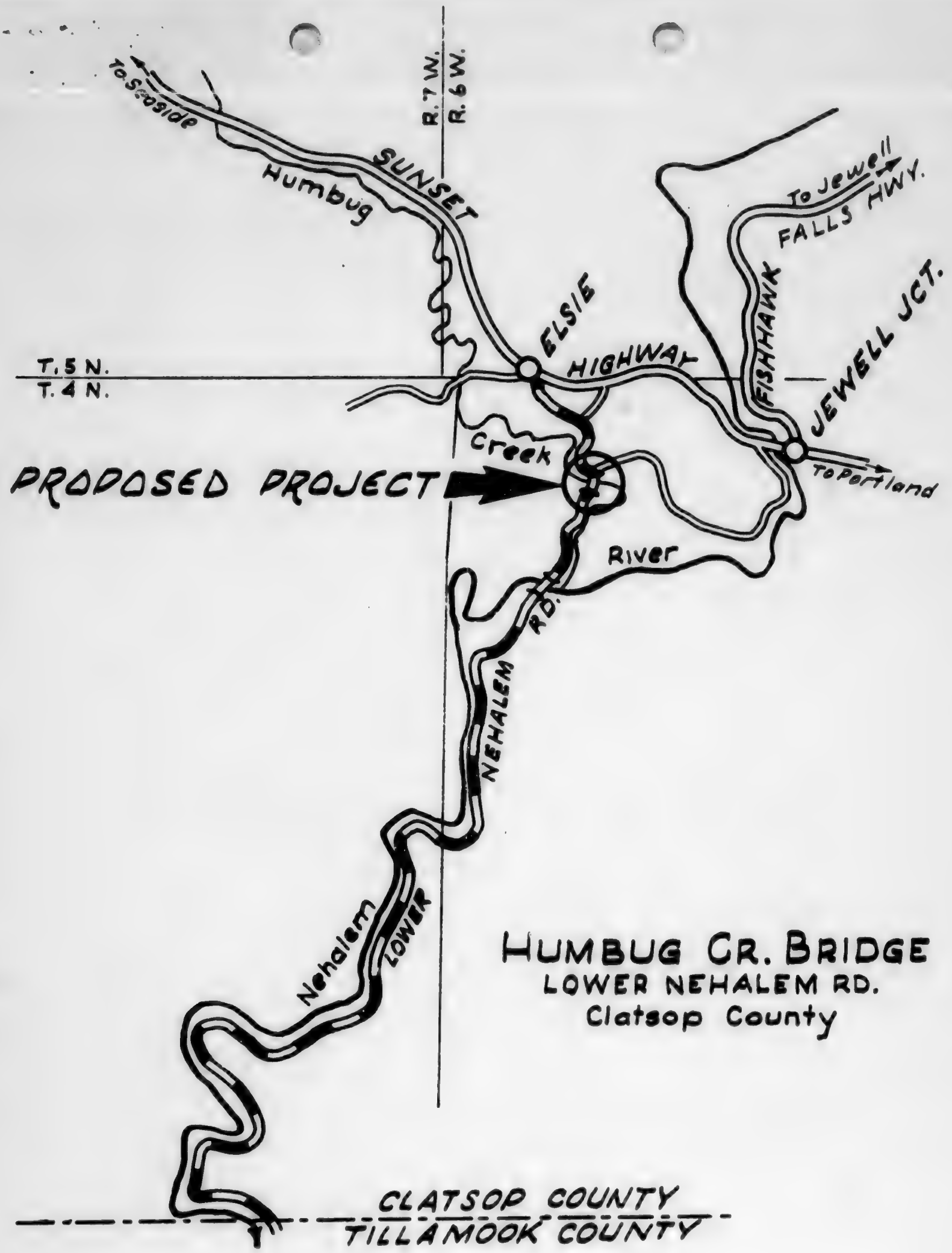
7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

HUMBUG CREEK BRIDGE SEC., FAS912, LOWER NEHALEM ROAD, CLATSOP COUNTY

This project consists of preliminary engineering, acquisition of right-of-way, grading, paving, structure and incidental work to construct a reinforced concrete bridge with a 28-foot horizontal clearance. Guard rail will be provided for the approaches. The new bridge will be on new and improved alignment.

This project is related to the Goals for Livable Oregon by the replacement of a narrow structure on new alignment thus improving this portion of the Federal-Aid Secondary System for the benefit of the motoring public.

See attached map for geographical location.



HUMBUG CR. BRIDGE
LOWER NEHALEM RD.
Clatsop County

RECEIVED
OCT 13 1971
FOR FILING

Coast
Bridge
A-3
Humbug

October 12, 1971

Oregon State Highway Commission

Gentlemen:

The attached tabulation describes a proposed Federal Aid Secondary project in Clatsop County.

Clatsop County is requesting the construction of a bridge over Humbug Creek on the Lower Nehalem Road (FAS 912). The FAS funds required for this project are estimated to be $120,000, of which $24,000 will be the cost to the State.

This project has been investigated and is eligible for the use of FAS funds.

This matter will be on the agenda for the October 19 meeting and I recommend your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

Attachment

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Gary L. Sund
V. E. Skoog
Ivan Merchant
L. H. Young
H. S. Cox
J. B. Boyd

HR/ljt srb

PROPOSED FISCAL YEARS 1971 & 1972 COUNTY FAS PROJECTS

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMMED AMOUNT	STATE SHARE
CLATSOP	912	Humbug Creek (Lower Nehalem Road) Bridge Section. Structure	$ 120,000	$ 42,000
		TOTAL	$ 120,000	$ 42,000

Copy in minutes

SUMMARY BY FISCAL YEARS	1971	1972	TOTAL
Allocated funds	$5,067,000	$5,054,000	$10,121,000
Approved Projects (corrected to date)	5,067,000	4,819,000	9,886,000
Unprogrammed Balance	---	235,000	235,000
Projects Proposed	---	120,000	120,000
Unprogrammed Balance	0	$ 115,000	$ 115,000

71-n
10/7/71

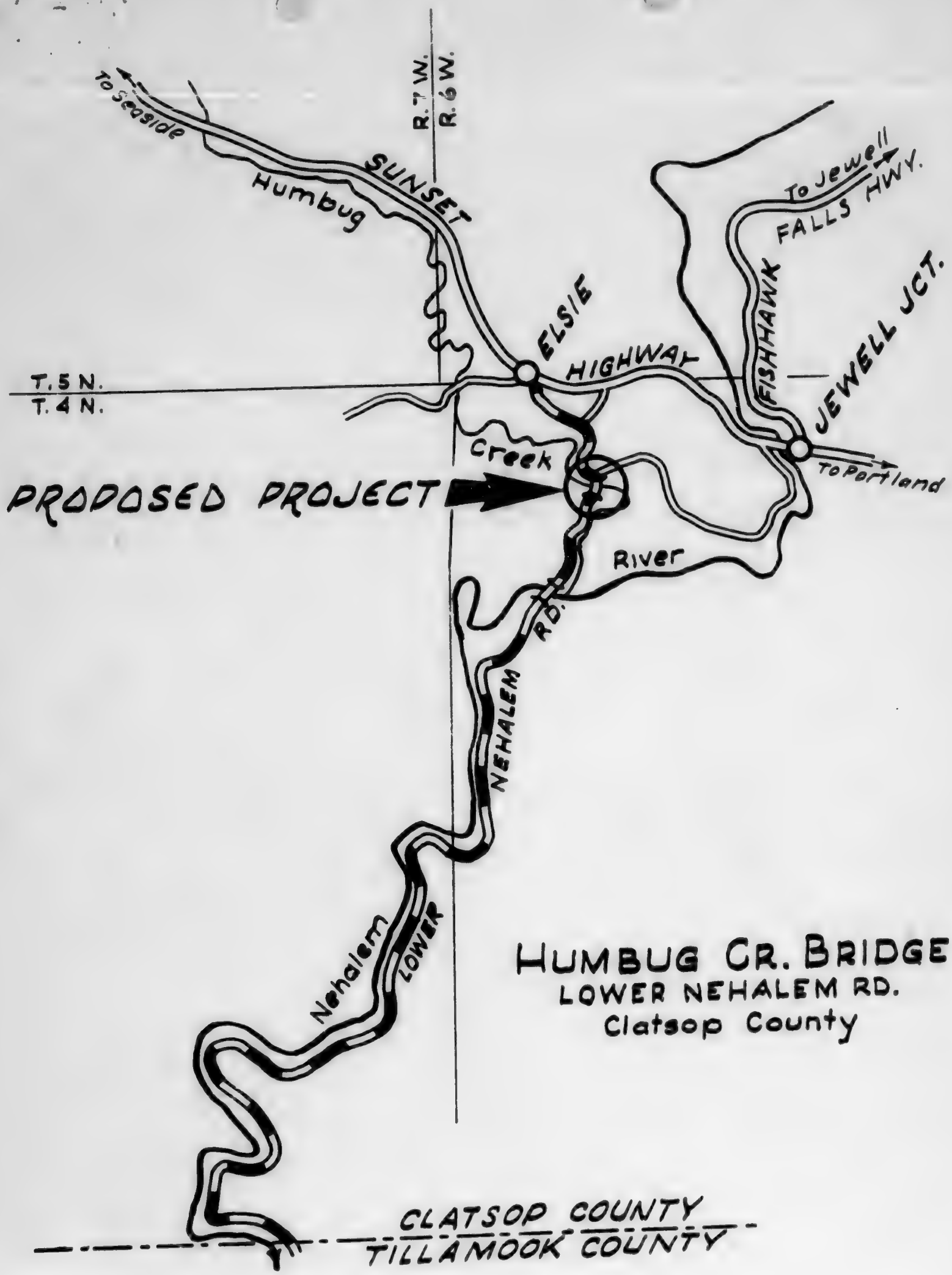
CLATSOP COUNTY
Proposed Project (1971 Funds)

FAS 912: Humbug Creek (Lower Nehalem Road) Bridge Section. Structure, $120,000.

Construct a reinforced concrete bridge with a 28-foot roadway. The bridge is to be on new and improved alignment. Furnish the guardrail for the approaches.

State is to make survey and plans.

County will construct the approaches and connection and install the guardrail on the approaches.



HUMBUG CR. BRIDGE
LOWER NEHALEM RD.
Clatsop County

October 8, 1971

Mr. John Dooley
Roadmaster
Courthouse
Astoria, Oregon 97103

Re: Humbug Creek (Lower Nehalem Road)
Bridge Section
FAS 912

Blind Slough (Barendse Road) Bridge
Section
FAS 757

Dear John,

This letter concerns the timing and financing of the two subject projects.

We have increased the estimated cost of Humbug Creek Bridge to $120,000 and will submit it to the Highway Commission for approval at the October 19 meeting. The estimate was increased because our people are very reluctant to reduce the length of the new bridge as you suggested until after they look into the situation.

To get the 80% Federal financing and the three-year advancement of your future Federal funds for the Blind Slough Bridge project we will have to have a letter from you so stating, and also why you need this. I suggest that you do not ask for these funds until after the next allocation, which should be here no later than December. By waiting, you will have the benefit of one additional year's funds.

If there are any questions about these matters, please call.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

10-7-71

PROPOSED FISCAL YEARS 1971 & 1972 COUNTY FAS PROJECTS

Contract Date Req'd by County

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMMED AMOUNT	STATE SHARE
CLATSOP	912	Humbug Creek (Lower Nehalem Road) Bridge Section.	$ 120,000	$ 24,000
		Structure	#	HX
		TOTAL	$ 120,000	$ 24,000

Soon as Possible

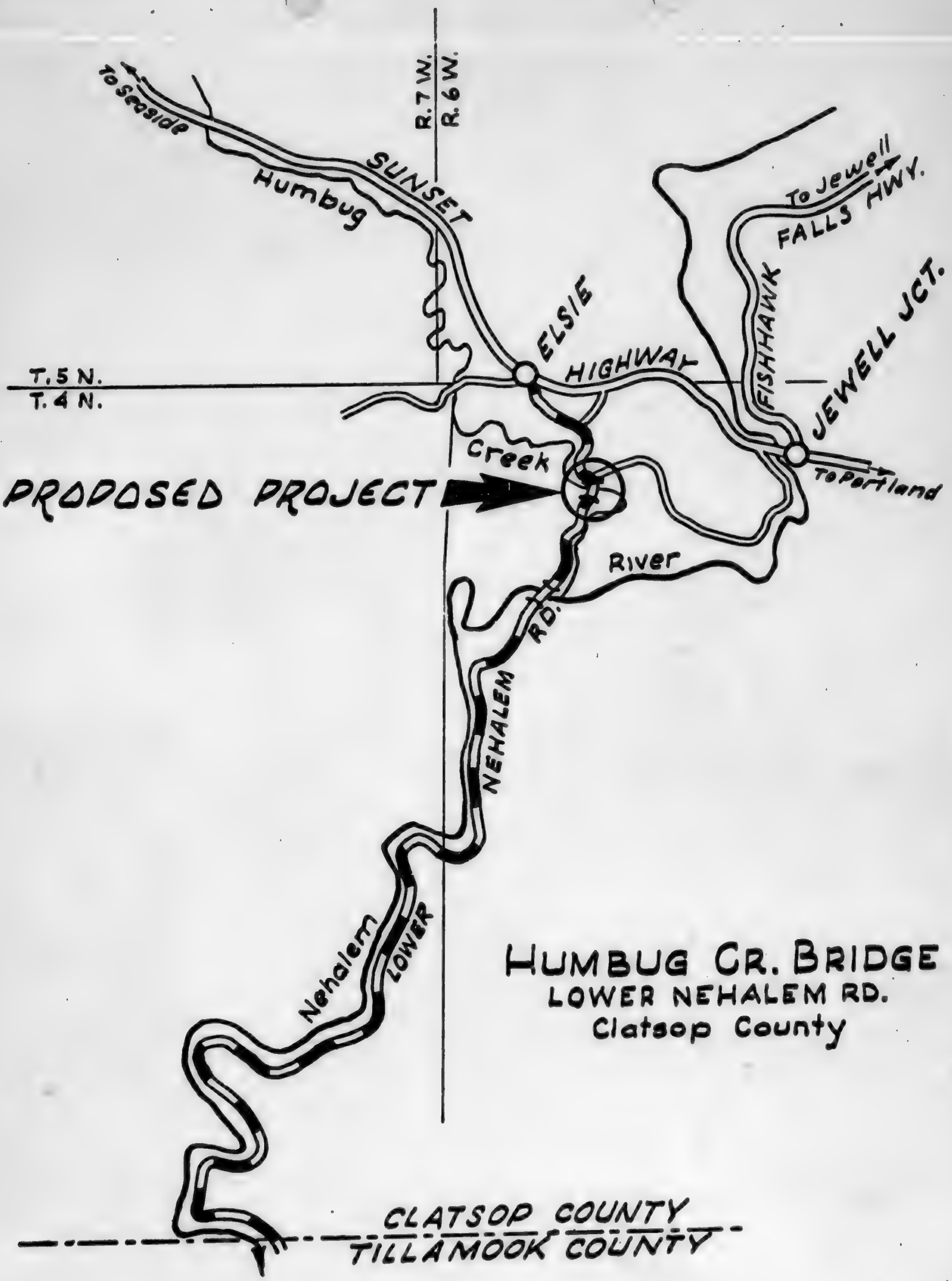
RECEIVED
COUNTY & CITY SECTION
OCT 0 1971
ENGR. COOR. CE AE UE
UPE CE RE RPE

G. Ford
Swenson
Merchant
Boyd
} 10-19-71

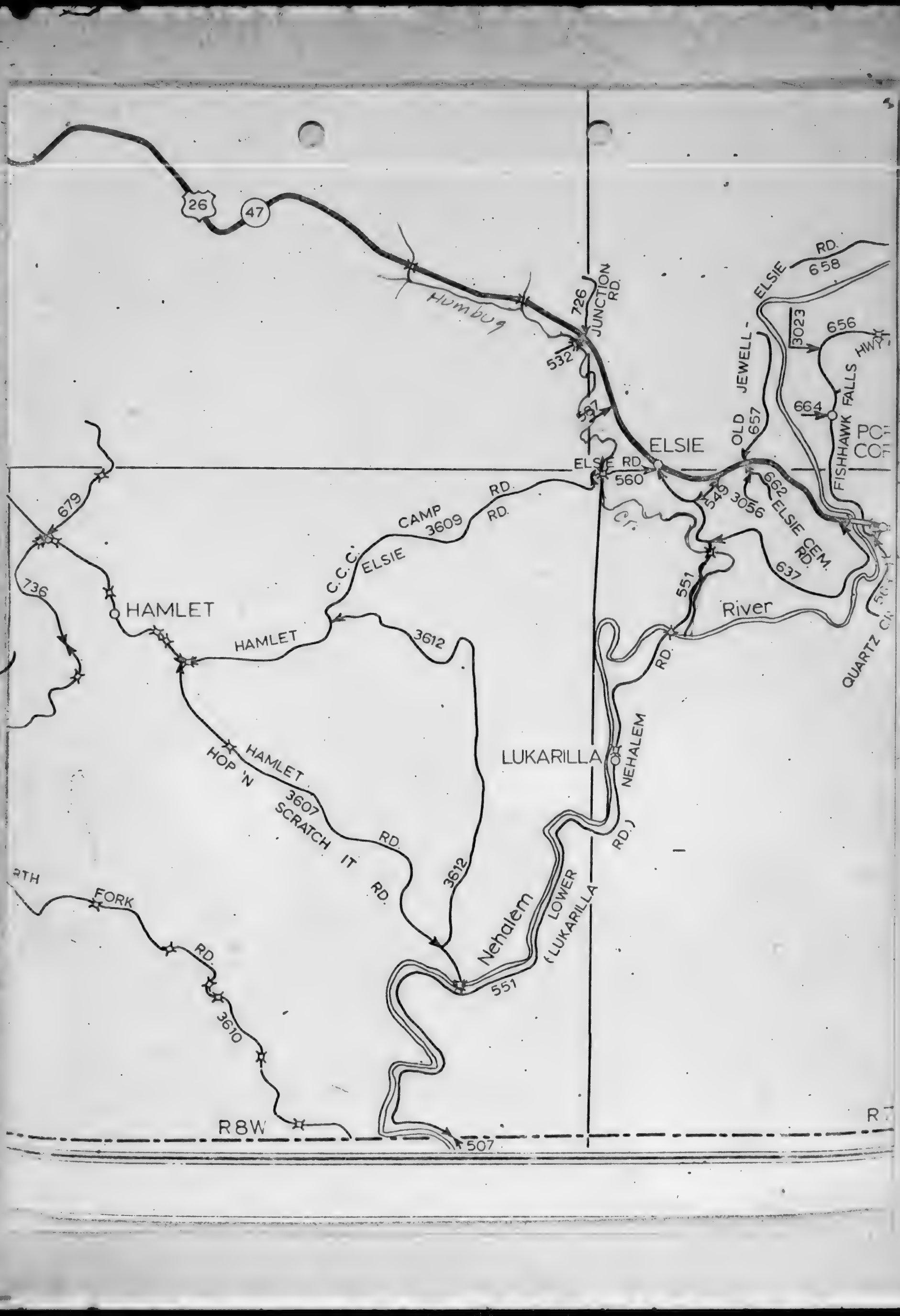
Appd by Hwy Comm
10/19/71

SUMMARY BY FISCAL YEARS	1971	1972	TOTAL
Allocated funds	$5,067,000	$5,054,000	$10,121,000
Approved Projects (corrected to date)	5,067,000	4,819,000	9,886,000
Unprogrammed Balance	--	235,000	235,000
Projects Proposed	---	120,000	120,000
Unprogrammed Balance	0	$ 115,000	$ 115,000

71-h
10/7/71



HUMBUG CR. BRIDGE
LOWER NEHALEM RD.
Clatsop County


26
47
Humbug
726
JUNCTION RD.
532
557
ELSIE
ELSIE RD.
560
OLD JEWELL - ELSIE RD.
658
3023
656
FISHHAWK FALLS HWY
664
657
662
549
3056
ELSIE CEM. RD.
637
551
River
QUARTZ CR.
679
736
HAMLET
CAMP 3609 RD.
C.C.C. ELSIE RD.
HAMLET
3612
HAMLET HOP 'N SCRATCH IT RD.
3607
LUKARILLA
NEHALEM RD.
Nehalem
LOWER LUKARILLA
FORK
RD.
3610
R8W
507

September 30, 1971

Mr. John Dooley
Roadmaster
Courthouse
Astoria, Oregon 97103

Re: Humbug Creek (Lower Nehalem Road) Bridge Section
FAS 912

Blind Slough (Barendse Road) Bridge Section
FAS 757

Dear John,

We have received your request forms for the two subject projects, and will present them to the Highway Commission for approval early in 1972.

We cannot seek Highway Commission approval for your projects at this time because there are not sufficient funds remaining in this year's allocation to cover these projects. Next year's allocation is to be here no later than the end of December, so we hope to have your request approved by the Highway Commission at their first meeting in 1972.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR
Harold Reynoldson
Rural Program Engineer

HR:ljt

RECEIVED
COUNTY & CITY SECTION
SEP 23 1971
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ DE
☐ UPE ☐ CE ☒ RE ☐ RPE

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Clatsop FAS No. 912 Date August 23,1971
County Road Name Lower Nehalem Road
Section Name
Type of Project Bridge
Location of Project (Attach sketch map)
ADT 123 Design Speed 50 M

Is this request for county bridge design only? Yes ____ No X
County FAS bridge design? Yes X No ____

I. ROAD PROJECT DATA

1. Traveled Surface: Type Oil Mat Width 18'

2. Shoulders: Type Rock Width 3'

3. Grading & Drainage:
   By County X County Date of Completion ____ By Contract ____

4. Bottom Base Course:
   By County X County Date of Completion ____ By Contract ____
   Has base design been given to County? Yes ____ No ____
   Will it be furnished? Yes ____ No ____

5. Leveling Course:
   By County X County Date of Completion ____ By Contract ____

6. Binder Course:
   By County X County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
   By County X County Date of Completion ____ By Contract ____

8. Clearing:
   By County X County Date of Completion ____ By Contract ____

9. Curbs:
   Curbs Required? Yes ____ No X
   Type Desired (rolled, exposure, monolithic, special county standard, etc.) ____
   Width between curbs ____

10. Are pedestrian walkways necessary? Yes ____ No X

11. Are there any structures to be replaced or altered? Yes ____ No X

12. Will replacement be by: County ____ ~~Contract~~ ____
    (NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes X No____

14. Will County adjust structure to additional width? Yes X No____

15. Will adjusted width be standard? Yes X No____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes____ No X

17. Does County wish sight posts installed? Yes____ No X

18. Does County wish State to permanently stripe project? Yes____ No X

19. Will County do striping? Yes X No____

20. Does County wish guardrail installed? Yes X No____

By County____ Contractor X
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes____ No X
By seeding and mulching Yes____ No X
By rock blanket Yes____ No X
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes X No____

23. Can through traffic be detoured? Yes X No____

24. Must new detour be constructed? Yes X No____

25. Will detour be maintained by County? Yes X No ?

26. Will detour be maintained by Contractor? Yes____ No X ?

27. Will County sign project outside work area during construction?
Yes X No____

28. Will Contractor sign project outside work area during construction?
Yes____ No X

29. Should contract provide for permanent signing? Yes____ No____

30. Should State do permanent signing? Yes____ No____

31. Will traffic signals be required? Yes____ No X
If yes, give location and type desired_____
_____

32. Is project contingent upon other factors? Yes____ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream Humbug Creek

2. Name of bridge Humbug Bridge # 11237

3. Dimensions of existing bridge. Length 136' Roadway Width 19'

4. Type of design and material used in existing bridge. P.T. spans & 1 - 45' log span. Treated lumber & cedar piling

5. Location (please attach map with location marked):
   Section 5 Township 4N Range 7W W.M.

6. Desired width of bridge 2 lanes - 28'
   (NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No X
   Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes X No_____
   (Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Concrete
   (NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No X
   Explain_____

10. Foundation Testing: By County? Yes - No X
    By State? Yes X No_____

11. Will County close road during construction? Yes_____ No X

12. Can presently established road be used as detour? Yes X No_____

13. Must a new detour be constructed? Yes_____ No X

14. Will detour be maintained by County? Yes X No_____

15. Will detour be maintained by Contractor? Yes_____ No X

16. Will County sign project outside work area during construction?
Yes X No_____

17. Will Contractor sign project outside work area during construction?
Yes_____ No X

18. Approaches or Connections by County Yes X No_____
by Contractor Yes_____ No X
Traveled surface: Type_____ Width_____
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____ No X
N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes X No_____
By County _____ Contractor X
Right side only? Yes_____ No_____ Downstream side
Both sides? Yes ✓ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No X
Use for detour? Yes X No_____
Removed by County? Yes X No_____
Removed by Contractor? Yes_____ No X
Salvaged by Contractor for County? Yes_____ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes X No ___
By Contractor? Yes ___ No X

23. Will any of the following utilities be attached to this structure?

a. Water mains: Yes ___ No X Size ___
Company ___
b. Sanitary sewer mains: Yes ___ No X Size ___
Company ___
c. Storm sewer: Yes ___ No X Size ___
Company ___
d. Gas mains: Yes ___ No X Size ___
Company ___
e. Power lines: Yes ___ No X Size ___
Company ___
f. Telephone lines: Yes ___ No X Size ___
Company ___
g. Other Utilities: ___

24. Does County wish provisions made for future utility attachment to structure? Yes ___ No X

25. Does County wish lightpost bases and conduit installed?
Yes ___ No X

26. Does County wish complete job of illumination in project?
Yes ___ No X

27. Is project contingent upon other factors? Yes ___ No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: ~~Should be built in summer to take advantage of low water~~

Remarks re Section II: ___

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No _____
   By County? Yes _____ No X
   (NOTE: a. If project is canceled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes _____ No X

3. Construction plans and specifications to be prepared:
   By State? Yes X No _____
   By County? Yes _____ No _____

4. Does County desire center line to be permanently monumented as part of project? Yes _____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes _____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum _____

2. Is any additional right-of-way needed? Yes X No _____

3. Will right-of-way be acquired by: Resolution _____ or Deed X

4. Should State prepare options? Yes _____ No X

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes _____ No X

6. Should material source site be included in right-of-way descriptions? Yes _____ No X

7. Is there any merchantable timber on right-of-way? Yes _____ No X

8. Will timber be reserved for owner? Yes _____ No _____
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes _____ No _____

10. Is a hearing necessary? Yes _____ No X
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes _____ No X
    If yes, give type and name of utility company: Pacific Northwest Bell Telephone Co.

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No _____
    If yes, give type and name of utility company: _____

13. Are utilities on existing right-of-way by permit X or by franchise _____
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes _____ No X
    If yes, give name of irrigation company or district _____
    and dates between which water can be turned off: From _____ To _____

15. Are there any railroad crossings? Yes _____ No X

16. Name of Railroad _____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:___ _____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_X_
By County? Yes_X_ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_X_
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry _____ Cinders _____

2. Owner: County _____ State _____ Private _____ Other _____

3. Location: _____ Section _____ Township _____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ _____

2. Available FAS Funds $ _____

3. Does County wish advancement of future Federal funds? Yes _____ No _____
   Amount _____

4. Date match money is available _____

5. Will there be any 100% County money? Yes _____ No _____

6. Maximum amount of 100% County money available: $ _____

7. Date County requests letting: _____

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

By _____
County Commissioner

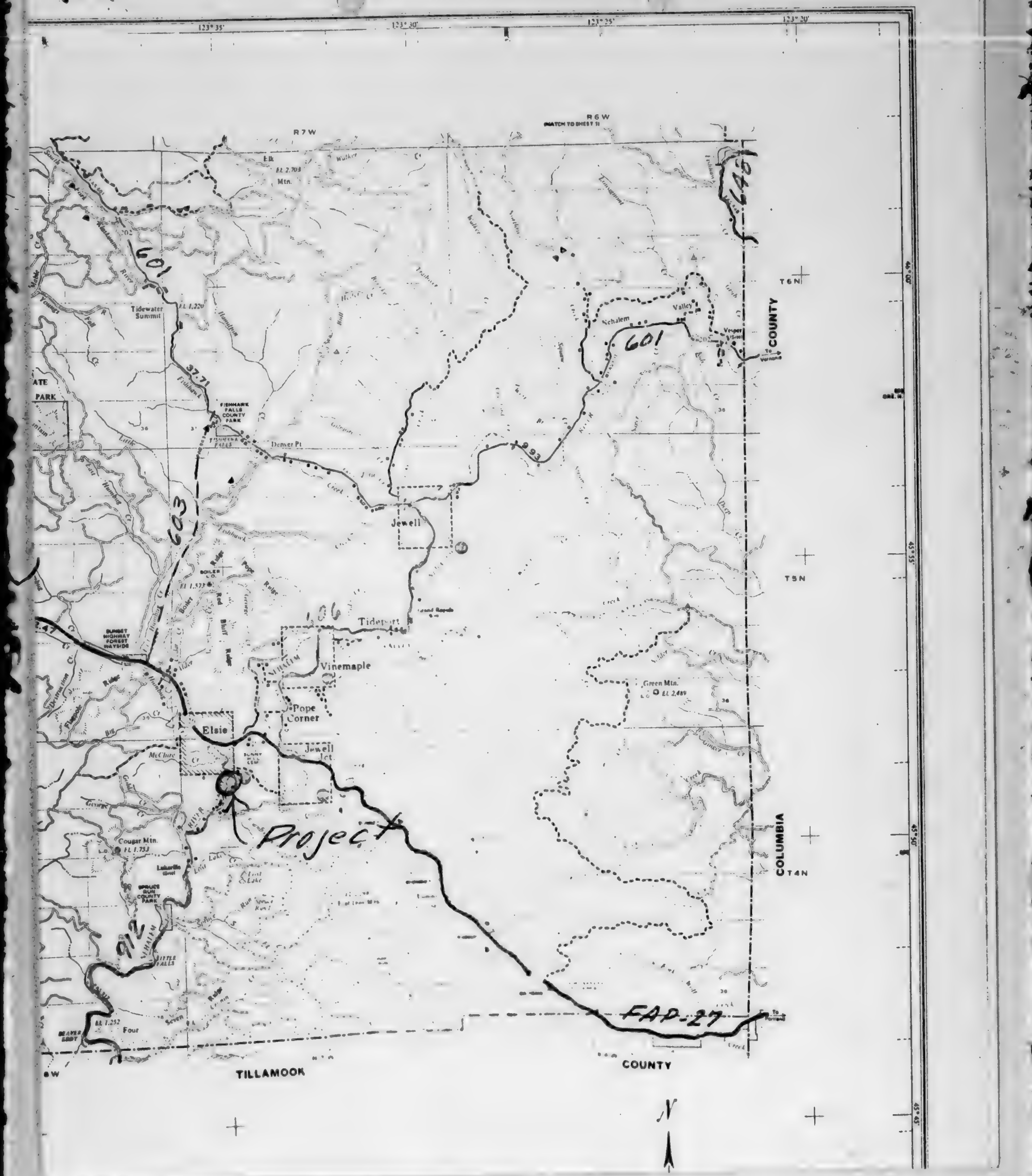
By _____
County Engineer ~~or Roadmaster~~

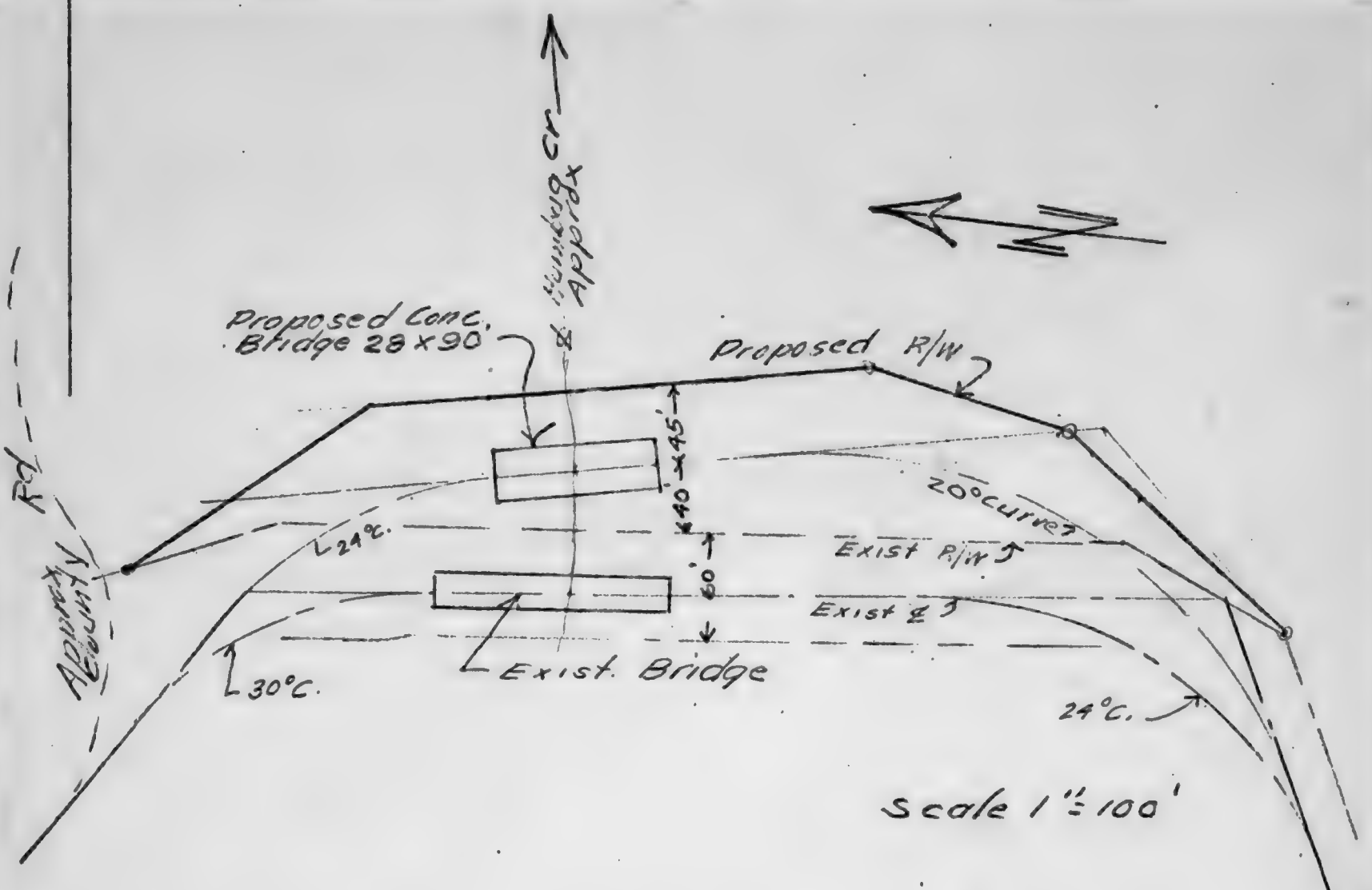
O.S.H.D. Field Engineer

Date 10-5-71

County Clarke

Date Sept 22, 1971


123° 35'
123° 30'
123° 25'
123° 20'
R 7 W
R 6 W
MATCH TO SHEET 11
T 6 N
T 5 N
T 4 N
45° 55'
45° 50'
45° 45'
Elk Mtn.
EL 2,708
Walker Cr.
Tidewater Summit
EL 1,220
Hamilton Cr.
Fishhawk
Fishhawk Falls
FISHHAWK FALLS COUNTY PARK
Denver Pt
Jewell
Tidewater
Vinemaple
Pope Corner
Elsie
Jewell Jct.
Nehalem
Valley
Vernonia
To Vernonia
Green Mtn.
EL 2,489
Cougar Mtn.
EL 1,753
Lukarilla Unit
Nehalem River
Scoggins Cr.
Four
Seven
Beaver Unit
Boiler L.O.
EL 1,572
Sunset Highway Forest Wayside
Project
FAP-27
To Portland
TILLAMOOK
COUNTY
COLUMBIA
COUNTY
601
603
106
93
912
37.71



Sketch Plan - Proposed Reconstruction
Humbug Creek Bridge
FAS # 912

Clatsop County
9/17/71. H.M.O.

7773 Esplanade St.-Fort Klamath Rd. 1972
Sec. on Klamath Falls-Malin Hwy.
(Roadside Improvement)

7772 STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-8-74

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
SU-476(5)	Klamath	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Furnish and plant trees, vines and shrubs and construct an irrigation system on the Esplanade Street-Fort Klamath Rd. Section of the Klamath Falls-Malin Highway in Klamath Falls, Oregon.

COPY SENT
JAN 11 1974
REGIONAL OFFICE

1-14-74
cy Contr. Young

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Allen's Landscaping	$ 18,289.28

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* R D Ackley

TITLE Asst Off Engr

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

See attached sheet

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width NA feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
Y003	NA	NA	NA	

NOTED
H.S. COULTER

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
D. B. Carter, Area Engineer	10/30/73

12. IN COMPANY WITH
E. J. Dunn, Resident Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE D. B. Carter D B Carter		16. SIGNATURE G. K. Hossner G. K. Hossner	
14. TITLE Area Engineer	15. DATE 12/21/73	17. TITLE District Engineer	18. DATE 1/8/74

FORM FR-33C
(Rev. 7-72) Previous editions of this form are obsolete

This project provided for an emitter type irrigation system. The system appears to be functioning as intended. The following comments are made regarding future projects where an emitter type system is specified:

1. The irrigation runs should be buried underground a nominal depth to preclude exposure of the hosing. Exposed hosing can be a tempting target for vandalism. Laying the hosing on the ground and using only mulch cover may result in exposure of the hosing before the anticipated ground cover can take over.

2. A metered fertilizing apparatus can be integrated into the system. This feature should be considered where applicable.

3. Where feasible the dead end runs should be made continuous to reduce the time and operations required to perform maintenance duties.

7773

November 27, 1973

United Pacific Ins. Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On November 8, 1973, we wrote to you concerning release of final payment on Contract No. 7773 awarded to Allen's Landscaping for roadside improvement on the Esplanade Street-Fort Klamath Road Section of the Klamath Falls-Malin Highway in Klamath County.

Final amount on this contract is $1,649.56 and the total contract amount is $17,482.79. No work was performed under force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

mer

cc Allen's Landscaping
2049 S.E. 157th
Portland, Oregon 97233

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
J. F. Putnam

7773

November 7, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7773, Work Completed December 28, 1972

Project Esplanade Street-Fort Klamath Rd.

Highway K. Falls-Malin, County Klamath

Type of Work Roadside Improvement

Contractor Allen's Landscaping

Recommended Acceptance Date November 5, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on November 21 for your formal concurrence.

VG:dg

cc C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7773 STATE COPY

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 22, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. SU-476(5)

FROM L. H. Young, Office Engineer

SUBJECT Notification Establishment Period Work Completed

Contract 7773, Work Completed December 28, 1973

Project Esplanade Street-Fort Klamath Rd.

Highway Klamath Falls-Malin

County Klamath

Establishment Period Ended October 12, 1973

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

NOTED
H.S. COULTER

Acceptance Date October 30, 1973

Conditions not acceptable: None

RECEIVED
STATE HWY ENGR
NOV 1 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

G. K. Hoosner for
G. L. Green
Division Engineer

11-2-73
of Contract

cc: F. B. Klaboe
L. H. Young

7773

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: ESPLANADE ST.-FORT KLAMATH ROAD		WEEK ENDING: January 6, 1973
		SECTION PREFIX: 18-1022
HIGHWAY: Klamath Falls-Malin		COUNTY: Klamath
NAME OF JOB: ESPLANADE ST.-FORT KLAMATH RD.	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Allen's Landscaping	CONTRACT NUMBER: 7773	FEDERAL AID PROJECT NUMBER: SU-476 (5)
DATE OF CONTRACT: July 6, 1972	DATE WORK STARTED: October 3, 1972	ESTIMATED COMPLETION DATE: December 28, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: December 31, 1972	PERCENT OF TIME ELAPSED: 99
PROJECT AUTHORIZATION: $ 21,296.18		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98
EXCLUSIVE OF ENGINEERING: $ 19,436.25	ENGINEERING AUTHORIZATION $ 1,859.93	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 18,642.79	Exp. this Week 809.00 ENGINEERING COST TO DATE $ 1,650.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION inc. Eng. 87
ESTIMATED PERCENT: [redacted] UNDERRUN $ 4.08 %	PERCENT OF AUTHORIZATION 89 %	DATE PROJECT WAS COMPLETED: December 28, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	[redacted] Misc. 100	Irr. System 100	Planting 100
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Part Overcast-Wind-Cool			
MONDAY	Clear-Cold			
TUESDAY	Overcast-Wind-Cool			
WEDNESDAY	Overcast A.M.-Clearing & Cool P.M.			
THURSDAY	Clear-Wind-Cool			
FRIDAY	Clear-Cool			
SATURDAY	" "			

Kelley Peirce
Boyd Glenn
Walker Litchfield
Johnsen Berg

RECEIVED
JAN 8 1973
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Work
MONDAY	No Work
TUESDAY	Office personnel working on Semi-final
WEDNESDAY	The Post Semi-final was submitted to Region Office.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The Post Semi-final was submitted to Region Office January 3, 1973.

The Project has now entered the establishment period. This will be the last weekly report for this project.

SIGNED E. J. Dunn LOCATION Klamath Falls

Const. (3)
Reg. (1)
Land. (1)
File (1)

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
AUG 4 - 1972
FOR FILING

7773

August 4, 1972

Allen's Landscaping
2049 S. E. 157th
Portland, Oregon 97233

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7773 for roadside improvement on Esplanade Street-Fort Klamath Road Section of the Klamath Falls-Malin Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc **United Pacific Insurance Co.**
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc **C. T. Keasey**
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
E. J. Dunn
Roy Olson

7773

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
7.45		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Klamath
	7-26-72	PROJECT NO. SU-476(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 39 Esplanade St. to Main St. (Klamath Falls)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-25-72	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 21,296	$ 13,535

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. H. Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green

Acting (Division Engineer)
G. L. Green

Date executed by Division Engineer 26 JUL 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 21, 1972

TO G. L. Green, Acting Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

FROM L. H. Young
Programing Engineer

SUBJECT Project No. SU-476(5)
Esplanade St.-Ft. Klamath Rd. Sec.

We are forwarding four copies each of project agreement estimate and project agreement for the above-listed project. Two copies of the project agreement have been signed by a Highway official.

In compliance with Mr. Whitton's Circular Memorandum, May 25, 1964, Subject: "Consideration of the overall interests of the public in the federal-aid highway programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding this project.

The specifications and proposal contain certifications conforming to Mr. J. M. O'Connor's memorandum of February 23, 1968, in regard to nonsegregated facilities.

Enc.

CL:dg

Oregon State Highway Division

Federal Aid Project
No. SU-476(5)

ESPLANADE ST.-FT. KLAMATH ROAD SECTION

KLAMATH FALLS-MALIN HIGHWAY IN KLAMATH COUNTY

Salem, Oregon, July 21, 1972

Project agreement estimate.

Type Code Y003
Roadside Improvement (Sta. 86+40 to Sta. 111+90)

Temporary Protection and Direction of Traffic	All Required		$ 700.00
Furnishing and Planting Trees	14 only	21.97	307.58
Furnishing and Planting Evergreen Shurbs	440 only	8.42	3,704.80
Furnishing and Planting Deciduous Shrubs	210 only	7.94	1,667.40
Furnishing and Planting Roses	30 only	5.20	156.00
Furnishing and Planting Vines	5,300 only	0.49	2,597.00
Bark Mulch	40 units	30.75	1,230.00
Irrigation System	All Required		7,926.50
	Total		$18,289.28
Flagging (60% of Contractor's Cost)	All Required		$ 50.00
Temporary Erosion Control	All Required		100.00
Furnish Water	All Required		160.00
			$ 310.00
	Subtotal		$18,599.28
	Engr. & Cont.		2,696.72
	Total		$21,296.00

Length of Project - - - - 0.00 mile

Federal Funds - - - - - - - - - - - $13,535.00
State Funds - - - - - - - - - - - 7,761.00
Total $21,296.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7773

Prefix 18-1022

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7773

July 6, 1972

Allen's Landscaping
2049 S. E. 157th Avenue
Portland, Oregon 97233

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 7773 in the amount of $18,289.28 on the Esplanade Street-Fort Klamath Road Section on the Klamath Falls-Malin Highway in Klamath Falls in Klamath County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Hand, Assistant Secretary

kl

bc C. T. Kassey
Walt Hart
J. F. Putnam
E. J. Dunn

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JUL 7 - 1972
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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE July 5, 1972

TO Memo to the File

7773

FROM L. H. Young
L. H. Young
Programing Engineer

SUBJECT Esplanade St.-Ft. Klamath Road Sec.
Project No. SU-476(5)
Contract No. 7773 Low Bid Over 10%

On June 29, Allen's Landscaping, of Portland, submitted the low bid for the subject section in the amount of $18,289.28, which is $2,829.38 or 18.3% over the Engineer's estimate of $15,450.00. Four other bids were received in the amounts of $18,945.00; $25,467.00; $27,260.16; and $33,367.90.

There are two items that make up 88% of the 18.3% overrun of our Engineer's estimate; they are as follows:

Item 3. Furnishing and Planting Evergreen Shrubs: The shrubs for planting are now in short supply in Oregon and must be imported for this contract, which is the reason for the bid price of $8.42 or $2.42 over our estimate.

Item 8. Irrigation System: This is a new type system for which we have no previous price experience.

Considering the above information, we now believe our estimate was too low.

The Highway Division Engineers and the Highway Commission have determined that the low bid is fair and reasonable and that it is in the public interest to award the contract to the low bidder at this time.

DAR:dg

cc G. L. Green, FHWA
E. S. Hunter
C. T. Keasey
R. N. Chase

TRANSACTION NUMBER 5-99

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-25-72

BY (Signature): MR. YOUNG'S MAY 17, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 1092 THRU ____		
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
1092	SU-476(5)	0.0	18,000	11,440

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
ESPLANADE ST. - FORT KLAMATH SECTION	LANDSCAPING

Young

RECEIVED
NOV 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS (Division)

AS REQUESTED IN MR. YOUNG'S MAY 17, 1972 LETTER, WE CONCUR IN THE NEGATIVE ENVIRONMENTAL DECLARATION AS STATED ON THE BACK OF PR-2 ITEM S-1092.

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

FOR FILING 1173

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-25-72	FOR DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

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OREGON STATE
HIGHWAY DIVISION

7773

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 17, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Program Data Submission**
Project SU-476(5)

We are submitting program data for one Secondary Project, Item No. 1092, Project No. SU-476(5), "Esplanade Street-Fort Klamath Road Section", which we desire to have included in the Federal-aid Secondary Highway Program.

This project has been selected by the State Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on June 29, 1972.

We hereby request your concurrence in the negative environmental declaration as stated on the back of the PR-1 form. This negative declaration is the opinion of the Oregon State Highway Division.

JG:bb

Enclosures

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM FR-1 (REV. 4-61)

5-17-72

FEDERAL - AID (PR

CARD 2	REPORT NUMBER (19)–(20)	1	PROJECT LOCATION (45 typewriter spaces) 21–65	SR 39 Esplanade St.-Main St. (Klamath Falls)	ADT	PRESENT	9,400	FUTURE (66)–(70)	16,000	YEA (71)	9
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	Landscaping	NATL. FOREST (63)–(65)		FH ROUTE NO. (66)–(69)	SUPV. ARCT (69)	DA CLASS F. (70)	DA AREA (71)	EMERG. YR. (72)–(73)		PL. AU (74)	
CARD	CLASS OF FEDERAL FUNDS	Secondary							COUNTY NAME			
	NAME OF URBAN AREA 17-31	Klamath Falls							ROUTE NO. S		FEDERAL- 415	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	ESTIMATED PROJECT FEDERAL FUNDS
1	(14-15)	(16)	41	42	43–46	53		(54)–(58)	(59)–(66)	(67)
5					PE		SR 39 Esplanade St. to Main St. (Klamath Falls)			
5					ROW					
5					CONST (CODE) Y003		"Esplanade St.-Ft. Klamath Rd. Sec."	0.0	18,000	11,440
							PROJECT TOTALS	0.0	18,000	11,440

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES (16)–(23) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

2

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
h Falls)	ADT	9,400	16,000	92	10	Oregon	35	022	1092
65			(66) (70)	(71) (72)			(2) (3)	(4) (9)	(14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	SU-	476	(5)	(24) (26)	27

COUNTY NAME: Klamath — CODE: 035 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 415 (32) — STATE: 50 (36) (37) — U.S. (41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (70)			Landscaping consisting of furnishing and planting trees, shrubs, vines, installation of irrigation system and incidental work common to this type of project.
					ROW-100' min.; Access Control-none; Parking Restrictions-Restricted on side adj. to USRS Canal.
0.0	18,000	11,440	6,560		
0.0	18,000	11,440	6,560		
	(16) (23)	(24) (32)			

REMARKS

Additional Data: Item No. 1039, Project No. SU-476(4).

-OVER-

USCOMM DUSCOMM-DC 48905-P61

ESPLANADE ST.-FORT KLAMATH ROAD SECTION

PROJECT NO. SU-476(5)

REMARKS - continued

Information for PR 37-B: R/W-1, R/W-F; Sanitary Facilities-N.

Project Data: The work under this project is confined to the southerly side of the existing facility; i.e., on the side adjacent to the USRS Canal and consists of furnishing and planting trees, shrubs and ground cover of vines, installation of an automatic irrigation system (emitter type), and incidental work (e.g., fertilizing, mulching, etc.) common to this type of project.

State Clearinghouse: Exempt from review under working agreement dated April 28, 1970.

District 11 Clearinghouse: There is no functioning clearinghouse at this time and the Highway Division has been advised by the State Clearinghouse there will be no district review of this project.

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

Design Approval: The work under this project is a stage of construction of the ultimate highway facility, based on the fact that it is the scenic enhancement portion of the work necessary to complete this section of roadway and as such was included in the overall design concept of Project SU-476(4), which received design approval July 1, 1970, under the Secondary Road Plan. The grading and paving has been completed under Project SU-476(4).

Negative Environmental Declaration: This project is in keeping with basic philosophy of highway beautification which is an element of national concern for esthetics as it applies to the environment. The net effect will be reflected in the improved appearance of the roadside area and represents a direct and uncomplicated approach to enhancement of the highway environment. Both the highway user and the people of the community will realize the benefit of this project and it will have no significant detrimental effect upon the quality of human environment.

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December 17, 1971

Oregon State Highway Commission

Gentlemen:

Finance approval is requested for the following landscape projects:

Ross Island Bridge-Roadway Street Section
Pacific Highway East, Multnomah County
FAU (12) $12,000

Bids will be advertised for April 27, 1972 letting

Esplanade Street-Fort Klamath Road Section
Klamath Falls-Malin Highway, Klamath County
FAS (12) $18,000

Bids will be advertised for May 25, 1972 letting

This matter will be on the agenda for the January 11 meeting, and your approval is recommended.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
F. B. Klaboe
Gary L. Sund
L. H. Young
V. E. Skoog
F. L. Hall
L. W. Rulien
J. F. Putnam
REO:vmt fn

7774 Mt. Angel (Garfield St.) Sec. in 1972
Mt. Angel
(Grading and paving)

C&A 4/4/14 1-17-78

SCA

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

Area Code 503
Telephone 845-6139

P. O. Box 105

MT. ANGEL, OREGON 97362

April 4, 1973

H. S. Cox, Division Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Re: Final Billing #111248 - Garfield Street

Dear Mr. Cox:

Enclosed you will find our check #3337 in the amount of $4,381.66, which represents the final billing as per your request of March 21, 1973 on the above project, Mt. Angel.

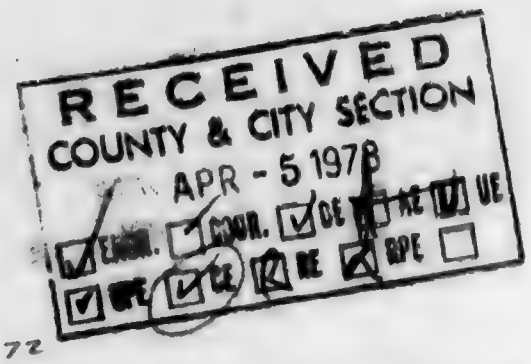
We thank you kindly for all your assistance and co-operation extended to us during this project.

Sincerely,

Mildred M. Schilling

Mildred M. Schilling
City Recorder

ms
enc: check



4-5-73
copy of letter & check delivered to John Herr.
D.E.J.

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-66)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Mt. Angel
City Hall
Mt. Angel, Oregon 97362

Attention of Mrs. Mildred Schilling, Recorder

Request No. (assigned by staff engineer or head of division) CC 1353

Date March 21, 1973

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Special City Allotment project on Garfield Street.

Contract No. 7774

Covered by agreement dated January 17, 1972

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Advance deposit by City		$2,520.00
		As per attached statement:		
		Final cost	31,901.66	
		State's agreed share	25,000.00	
		City's agreed share		6,901.66
		PAYMENT DUE STATE		$4,381.66

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $2,520.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:

324-1446-295 - $ 589.56
324-1723-295 - ~~3,792.10~~ $6,312.10

Submitted by: Gary E. Zehner Gary E. Zehner

Approved:

Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

(72)

OREGON STATE HIGHWAY DEPARTMENT

Date March 21, 1973

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1972

Contract # 7774 Prefix 324-1723 Survey Prefix 324-1446

Street Garfield Street

City Mt. Angel

*Payments to Contractor (see attached voucher)	$	26,260.73
Engineering and Contingencies		5,051.37
Survey: Total $ 2,924.43 Prorated Share .....**		589.56
TOTAL		31,901.66
Agreed State Share		25,000.00
Agreed City Share ***		6,901.66
City Advance Deposit		2,520.00
Balance Due State	$	4,381.66

Reference: Outside Billing cc 1353

*Includes interest in the amount of $23.49

**Construction costs over $25,000 = $\frac{6,312.10}{31,312.10}$ x 2,924.43 = $589.56

***Includes cost of concrete curbs and walks

RU

(52)

OREGON STATE HIGHWAY DIVISION

SALEM, OREGON 97310

PAYEE	REMITTANCE ADVICE ENCLOSED CHECK PAYS CLAIM DETAILED BELOW.
North Santiam Sand & Gravel Inc. South First St. Stayton, Oregon 97383	

				$
7774	Est. 3 Final	to 9/18/72	Principal	1,438.01
			Interest	23.49
				1,461.50

ak

126487

A-89 (REV. 10-73)

ACKNOWLEDGEMENT OF RECEIPT OF CHECK
IS NOT REQUIRED

SP*53898-734

N STATE HIGHWAY DIVISION

ONTRACT PAYMENT VOUCHER

FORM A-20 (REV 6-63)

COUNTY	CONTRACT NO.	ESTIMATE
MARION	7774	3
HIGHWAY CITY STREET	**FEDERAL AID PROJECT NO.**	
SECTION MT ANGEL (GARFIELD ST)		

NO	ITEMS	UNITS	UNIT PRICE	QUANTITY TO
001	9N GENERAL EXCAVATION	LUMP SUM	3700.0000	100
002	9N 1 IN - 0 AGGREGATE BASE 10 INCHES THICK	SQ YDS	1.2800	3,120
003	9N CLASS C ASPHALT CONCRETE 3 INCHES THICK	SQ YDS	1.9600	3,120
004	9N 30-INCH CULVERT PIPE	LIN FT	17.7100	45
005	9N 36 INCH CULVERT PIPE	LIN FT	28.1600	11
006	9N 12 INCH SEWER PIPE	LIN FT	6.0800	406
007	9N CONCRETE MANHOLES	ONLY	472.5000	2
008	9N CONCRETE INLETS TYPE CG-1PA 3	ONLY	189.0000	6
009	9N CONCRETE DRIVEWAYS	SQ YDS	9.9600	213
010	9N CONCRETE CURBS PA 2	LIN FT	2.0000	983
	PRICE AGREEMENT ITEMS			
30101	9N EXTRA TRENCH EXC	CU YDS	2.0000	34
30201	9N CONC CURB, TYPE C BI 10	LIN FT	2.0000	221
30202	9N CONC SIDEWALK	SQ FT	.6000	519
30203	9N REMOVE OLD CURB & WALK	LUMP SUM	277.6200	100
30204	9N CONC DRIVEWAY	SQ YDS	9.9800	34
30401	9N LIME FOR TREATED SUBGRADE	TONS	49.0000	13
30402	9N LIME TREATED SUBGRADE	SQ YDS	.3500	1,155
	ADJUSTMENT ITEMS			
6001	9N LIQUIDATED DAMAGES	DAYS	30.0000-	6
6001A	9N LIQ DAM-TIME EXT 11-22-72	DAYS	30.0000	6
	FORCE ACCOUNT ITEMS			
802	9N ADDITL MISC DRAIN WORK			

DATE 12 19 72 PG. 01 7774	TOTAL CONTRACT ITEM
PREVIOUS VOUCHER NO. 17847	---% RETAINED ON CONTRACT ITEM
CHECKED BY: CP/sg	FORCE ACCOUN
ENGINEER OR AUDITOR K. D. Wolfe	TOTAL PAYMENT

CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
7774	3	
FEDERAL AID PROJECT NO.		

RFIELD ST)

	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMO
	LUMP SUM	3700,0000	100,000	3700,00	3701,00	
CK	SQ YDS	1,2800	3,120,510	3994,25	4005,00	14,
N	SQ YDS	1,9600	3,120,510	6116,20	6138,76	22,
	LIN FT	17,7100	45,000	796,95	796,95	
	LIN FT	28,1600	11,000	309,76	309,76	
	LIN FT	6,0800	405,000	2468,40	2468,40	
	ONLY	472,5000	2,000	945,00	945,00	
	ONLY	189,0000	6,000	1134,00	1134,00	
	SQ YDS	9,9800	213,786	2133,50	2133,50	
	LIN FT	2,0000	983,100	1966,20	1966,20	
	CU YDS	2,0000	34,200	68,40	68,40	
	LIN FT	2,0000	221,000	442,00	442,00	
	SQ FT	,6000	519,200	311,52	311,52	
	LUMP SUM	277,6200	100,000	277,62	277,62	
	SQ YDS	9,9800	34,467	343,90	343,90	
	TONS	49,0000	13,000	637,00	637,00	
	SQ YDS	,3500	1,155,600	404,46	404,46	
	DAYS	30,0000-	6,000	180,00-	130,00-	180,
	DAYS	30,0000	6,000	180,00		
				187,84	187,84	
	TOTAL CONTRACT ITEMS			26049,40	25906,73	142,
	--- % RETAINED ON CONTRACT ITEMS			----	1,295.34	1,29
	FORCE ACCOUNT			187,84	187,84	
	TOTAL PAYMENTS			26,237.24	24,799.23	1,438

72

RECEIVED
DEC 29 1972
FOR FILING

7774

December 28, 1972

Federal Insurance Company
1400 Plaza 600
6th and Stewart Street
Seattle, Washington 98101

Gentlemen:

On November 14, 1972, we wrote to you concerning release of final payment on Contract No. 7774 awarded to North Santiam Sand and Gravel, Inc., for work on the Garfield Street Section in Mt. Angel, Marion County.

Final payment on this contract is $1,461.50 and the total contract amount is $26,260.73 including $187.84 for work performed under force account.

Very truly yours,

C. A. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn
cc North Santiam Sand and Gravel, Inc.
South First
Stayton, Oregon 97383

C. T. Keasey
Walt Hart
V. E. Skoog Attn: W. L. Manner
J. B. Boyd

OREGON STATE HIGHWAY DIVISION 12/19/72 PROGRESS ESTIMAT

SECTION MT ANGEL (GARFIELD)

HIGHWAY CITY STREET

COUNTY MARION

TYPE WORK GRADING & PAVING

SPECIFIED COMPLETION
A) 50 CWD
B)
C)

EXTENSION

APPROVED

CONTRACTOR NORTH SANTIAM SAND & GRAVEL

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	GENERAL EXCAVATION LUMP SUM	37000000	100000	370000	100000	370000
002	1 IN - 0 AGGREGATE BASE 10 INCHES THICKSQ YDS	12800	3200000	409600	3120510	399425
003	CLASS C ASPHALT CONCRETE 3 INCHES THICK SQ YDS	19600	3200000	627200	3120510	611620
004	30-INCH CULVERT PIPE LIN FT	177100	45000	79695	45000	79695
005	36 INCH CULVERT PIPE LIN FT	281600	15000	42240	11000	30976
006	12 INCH SEWER PIPE LIN FT	60800	500000	304000	406000	246848
007	CONCRETE MANHOLES ONLY	4725000	2000	94500	2000	94500
008	CONCRETE INLETS TYPE CG-1 PA 5 ONLY	1890000	5000	94500	6000	113400
009	CONCRETE DRIVEWAYS SQ YDS	99600	95000	94810	213766	213358
010	CONCRETE CURBS PA 2 LIN FT	20000	1080000	216000	983100	196620
	TOTALS FOR ORIG. CONTRACT			2332545		2356442
	PRICE AGREEMENTS					
30101	EXTRA TRENCH EXC CU YDS	20000			34200	6840

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01 FORM E-468 (REV. 9-72)

EXTENSION | APPROVED | USED 56 CRD

CONTRACT NO. 7774 WORK DONE TO:

F.A.P. -

PREFIX 324 1723 ESTIMATED DATE

AWARDED 07 07 72 OF COMPLETION.

ESTIMATE NO. 003 FINAL

T- SANTIAM SAND & GRAVEL

N	CORRECTED ESTIMATE		PERFORMED TO DATE 09/18/72		TO COMPLETE 09/18/72		GROUP PORN	PERFORMED SINCE LAST ESTIMATE	
	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	100000	370000	100000	370000			9N		
	3120510	399425	3120510	399425			9N		
	3120510	611620	3120510	611620			9N		
	45000	79695	45000	79695			9N		
	11000	30976	11000	30976			9N		
	406000	246848	406000	246848			9N		
	2000	94500	2000	94500			9N		
	6000	113400	6000	113400			9N		
	213786	213358	213786	213358			9N		
	983100	196620	983100	196620			9N		
		2356442		2356442					
	34200	6840	34200	6840			9N		

OREGON STATE HIGHWAY DIVISION — PROGRESS ESTIMATE

12/19/72

SECTION MT ANGEL (GARFIELD ST)
HIGHWAY CITY STREET
COUNTY MARION
TYPE WORK GRADING & PAVING

SPECIFIED COMPLETION
A) 50 CWD
B)
C)

EXTENSION

APPROVED

CONTRACTOR NORTH SANTIAM SAND & GRAVEL

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	Q
30201	CONC CURB, TYPE C BI 10	LIN FT	20000			221000	44200	
30202	CONC SIDEWALK	SQ FT	6000			519200	31152	
30203	REMOVE OLD CURB & WALK	LUMP SUM	2776200			100000	17762	
30204	CONC DRIVEWAY	SQ YDS	99000			34467	34598	
30301	DOC SUBS INLETS BI 8							
30401	LIME FOR TREATED SUBGRADE	TONS	490000			13000	63700	
30402	LIME TREATED SUBGRADE	SQ YDS	3900			1155600	40446	
	SUB-TOTAL P. A.						251858	
	ADJUSTMENTS							
6001	LIQUIDATED DAMAGES	DAYS	-300000			6000	180000	
6001A	LIQ DAM-TIME EXT 11-22-72	DAYS	300000			6000	180000	

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02

FORM E-498 (REV. 9-72)

EXTENSION | APPROVED | USED 56 CWD

CONTRACT NO. 7774
F.A.P.
PREFIX 324 1723
AWARDED 07 07 72
ESTIMATE NO. 003

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

TH SANTIAM SAND & GRAVEL

FINAL

N	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 09/18/72 QUANTITY	PERFORMED TO DATE 09/18/72 AMOUNT	TO COMPLETE 09/18/72 QUANTITY	TO COMPLETE 09/18/72 AMOUNT	GROUP PORN	PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
	221000	44200	221000	44200			9N		
	519200	31152	519200	31152			9N		
	100000	27762	100000	27762			9N		
	34467	34598	34467	34598			9N		
							9N		
	15000	63700	15000	63700			9N		
	1155600	40446	1155600	40446			9N		
		246498		246498					
	6000	-18000	6000	-18000			9N		
	6000	18000	6000	18000			9N		

OREGON STATE HIGHWAY DIVISION

12/19/72

PROGRESS ESTIMATE

SECTION MT ANGEL (GARFIELD ST)

HIGHWAY CITY STREET

COUNTY MARION

TYPE WORK GRADING & PAVING

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	90 CWD		
B)			
C)			

CONTRACTOR NORTH SANTIAM SAND & GRAVEL

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	P Q.
	SUB-TOTAL ADJ. TOTALS ALL EXCEPT F.A.					2604940	
	FORCE ACCOUNTS						
801	FLAGGING 94001						
802	ADDITL MISC DRAIN WORK					18784	
	SUB-TOTAL F. A.					18784	
	* TOTAL PAY COSTS			2332545		2623724	
	ADD. ANTICIP. ITEMS						
94001	FLAGGING FM 1			50000			
98799	INCR PROJ AUTH-COMM ACT 12-12-72			383397			
98999	CONTINGENCIES			107219			
99999	ENGINEERING			238254		486276	
	GRAND TOTALS			3111411		3110000	

RESIDENT ENGINEER ---------- DATE ---------- DIVISION ENGINEER

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 03

FORM E 498 (REV. 9 72)

EXTENSION | APPROVED | USED 56 CWD

CONTRACT NO. 7774
F.A.P.
PREFIX 324 1723
AWARDED 07 07 72
ESTIMATE NO. 003

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

TH SANTIAM SAND & GRAVEL

FINAL

N	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 09/18/72 QUANTITY	PERFORMED TO DATE 09/18/72 AMOUNT	TO COMPLETE 09/18/72 QUANTITY	TO COMPLETE 09/18/72 AMOUNT	GROUP PORN	PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
		2604940		2604940					
							9N		
		18784		18784			9N		
		18784		18784					
5		2623724		2623724					
							9N		
7									
3									
4		486276		484702		1574			
1		3110000		3108426		1574			

DIVISION ENGINEER ---------- DATE ----------

DEFERRED
FOR FILING
7774

November 29, 1972

TO Oregon State Highway Commission

FROM

A. E. Johnson
Acting Deputy State Highway Engineer

SUBJECT Overrun of Project Authorization
Mt. Angel (Garfield Street) Section, Marion County
Contract 7774

An overrun in the project authorization on the subject project is apparent. This grading and paving project was under contract to North Santiam Sand and Gravel Company of Stayton. The original project authorization was $27,280.14, and anticipated cost is $31,114.11, an overrun of $3,833.97, or 14.1 percent.

The reasons for the overrun are added work to remove and replace the existing curb and sidewalk, lime treatment of unsuitable subgrade, and engineering costs. The project, about a block and a half long, involved new alignment on one end making a new connection to the Hillsboro-Silverton Highway, including a storm drainage system, curbs and sidewalks. This contract required close engineering supervision to avoid damage to existing utilities. All costs in excess of the State's $25,000 limit will be reimbursed by the City in accordance with the cooperative project agreement. The City officials were advised of the added work as it was undertaken, and they concurred at that time.

I recommend that the project authorization be increased $3,833.97 to a new total authorization of $31,114.11. Your approval is recommended.

This matter will be on the agenda for your consideration at the December 12 meeting.

JAB:fw jf
bc: C. W. Head
George Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
W. J. Hart
L. H. Young
C. T. Keasey
J. B. Boyd
V. L. Gallagher
Gary Sund
Gary Ross

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 28, 1972

SUBJECT: Mt. Angel (Garfield St.) Section
Contract No. 7774
Request for Additional Authorization

To: A. E. Johnson
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

It is necessary to seek an increase in the funding for the subject project which is now complete, but shows an expected overrun of 14.1 percent or $3,833.97. This is a special City Street Allotment project with an original authorization of $27,280.14. For this size project, a 10 percent overrun tolerance is allowed.

Three factors account for most of the increase. It was not possible to utilize some of the existing curb and sidewalk which the plans had indicated would remain in place. A Price Agreement added work to remove it and replace with new curb and walk.

The second significant change was also completely added work covering lime treatment of unsuitable subgrade.

The third factor is an overrun in engineering, part of which would be associated with the above items but some of which seems to be just inherent in small projects of this nature. The project was only about a block and a half long but involving some new alignment on one end to make a new connection to the Hillsboro-Silverton Highway and a storm drainage system, curbs and walks, and some careful inspection to avoid existing utilities, so the project consists of much low volume work which does not support the engineering needed. The City will be billed for all costs in excess of the State's $25,000 funding limit, so in effect, the City will have to pay for all of the overrun in funding which we are requesting. The City officials were clearly made aware of this as the added work was undertaken, and we had their concurrence at the time.

Overrun request forms and a rough draft letter to the Highway Commission are attached.

RECEIVED
NOV 2[illegible] 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
NOV 24 1972
FOR FILING

7774

November 22, 1972

North Santiam Sand and Gravel Company
First Avenue South
Stayton, Oregon 97383

Gentlemen:

Your request for a time extension of 10 days on Contract No. 7774 for work on the Mt. Angel (Garfield Street) Section in Marion County has been considered.

Careful consideration was give to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of six days is granted, which will delete all time liquidated damages on this project.

Very truly yours,

A. E. Johnson
Acting Deputy State Highway Engineer

cc: C. W. Head
F. B. Klaboe
C. T. Keasey
V. E. Skoog
J. B. Boyd
K. D. Wolfe
V. L. Gallagher

fw dps

RECEIVED
NOV 29 1972
FOR FILING

7774

November 22, 1972

To Oregon State Highway Commission

From A. E. Johnson
Acting Deputy State Highway Engineer

Subject Extension of Time, Contract No. 7774
Mt. Angel (Garfield Street) Section
Marion County

North Santiam Sand and Gravel Company, contractor on the subject section, Contract No. 7774, has requested a 10-day extension of the contract time citing price agreements for added curb work, unsuitable subgrade conditions, and an interruption of work by the October-fest celebration. Bids were opened on this project June 29, 1972, with 50 days allowed. The project was completed September 18, 1972, with 56 days counted or 6 days' time liquidated damages at $30 per day, for a total of $180.

Additional work covered by two price agreements justifies the time extension. Price Agreement No. 2 covered removal of old existing curbs and concrete parking strip and their replacement. Price Agreement No. 4 covered lime treatment of subgrade which was negotiated when the contract time was about three-fourths completed. The contractor apparently cooperated so the project was paved by the time of the Octoberfest.

A 6-day extension has been granted which will delete all liquidated damages. This was a State project.

This matter will be on the agenda for your concurrence at the December 12 meeting.

cc: C. W. Head
G. M. Baldwin
C. T. Keasey
F. B. Klaboe
J. B. Boyd
L. H. Young
V. E. Skoog
Gary Ross
Gary Sund
Vince Gallagher

JAR:fw dps

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 20, 1972

SUBJECT: Request for Time Extension
Mt. Angel (Garfield St.) Section
Contract No. 7774

To: A. E. Johnson
Assistant State Highway Engineer

FROM:
John A. Bond
Construction Administration Engineer

North Santiam Sand and Gravel Company has requested a 10-day extension of the contract time citing Price Agreement for added curb work, unsuitable subgrade conditions, and an interruption by the Octoberfest celebration. Actually, the contractor's numbers are in error as 5 more days time was allowed in the contract than his request would indicate and also the 4 days during the Octoberfest were not counted against the contract time as a stop work order was in effect. Some pertinent dates on this project are:

Bids opened	June 29, 1972
Time started	July 21, 1972
Work started	July 31, 1972
Paving complete	September 7, 1972
50 days allowed expired	September 8, 1972
Octoberfest stop work	(September 14 - 17, 1972)
Project completed	September 18, 1972

56 days counted or 6 days time liquidated damages at $30 per day = $180

Two significant Price Agreements justify time extension. Price Agreement 2 covered removal of old existing curbs and concrete parking strip and their replacement. This Price Agreement was negotiated quite early in the project. Price Agreement 4 covered lime treatment of subgrade in the amount of $1,043 and this was negotiated when the contract time was about three fourths gone. These were both significant changes on such a small project. The contractor apparently cooperated in pursuing his work so that the project was paved by the time of the Octoberfest. The City did not want this street torn up at that time.

We recommend that a 6-day extension be granted which will delete all liquidated damages. This was a State City Allotment project. Rough draft letters to the Commission and the contractor are attached.

RECEIVED
NOV 21 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

JAB:fw
Enc.
cc V. L. Gallagher

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7774 Contractor North Santiam Sand & Gravel, Inc.

Highway City Street

Section Mt. Angel (Garfield Street)

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] or **GRANTED**. The reasons for such recommendation are as follows:

Change orders to replace curb and correct soft subgrade conditions; justify a 6 day extension from the allowable 50 calendar workdays to the actually used 56 calendar workdays.

Recommended for Approval:

Harold Kimes

REGIONAL CONSTRUCTION ENGINEER

for Construction Engineer or Bridge Engineer

Acting Deputy State Highway Engineer

Contract No.	7774
Project designation	State (State-Federal)
Date awarded	July 7, 1972
Work started	
Per cent completed	100% (Date)
No. of Workdays Allowed	50
No. of Workdays Used	56
No. of Added Workdays Requested	10

SP*0200-726

E-330 (Rev.)—6M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date OCT 27, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 45 days to 55 days, within which to complete our Contract No. 7774, without the assessment of liquidated damages. The said contract is described as follows:

GRADING & PAVING Garfield St. Mt. ANGEL

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: PLEASE REFER to our LETTER of SEPT 21, 1972. of which a COPY IS ENCLOSED.

Respectfully submitted,

NORTH SANTIAM SAND & GRAVEL, INC.
Contractor

By J. C. Lusby

CONSENT OF SURETY

Date Oct. 27, 1972

We, Federal Ins. Co.

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. C. Lusby
Attorney-in-fact

J. C. Lusby
Resident Agent

(SEAL)

Certified Copy of

POWER OF ATTORNEY

Know all Men by these Presents, That the FEDERAL INSURANCE COMPANY, 90 John Street, New York, New York, a New Jersey Corporation, has constituted and appointed, and does hereby constitute and appoint

John D. Davis
Jack C. Darley
of
Stayton, Oregon

each its true and lawful Attorney-in-Fact to execute under such designation in its name and to affix its corporate seal to and deliver for and on its behalf as surety thereon or otherwise, bonds of any of the following classes, to-wit:

1. Bonds and Undertakings (other than Fiduciary Bonds) filed in any suit, matter or proceeding in any Court, or filed with any Sheriff or Magistrate, for the doing or not doing of anything specified in such Bond or Undertaking, in which the penalty of the bond or undertaking does not exceed the sum of One Hundred Thousand Dollars ($100,000.00).
2. Surety Bonds to the United States of America or any agency thereof, including those required or permitted under the laws or regulations relating to Customs or Internal Revenue; License and Permit Bonds or other indemnity bonds under the laws, ordinances or regulations of any State, City, Town, Village, Board or other body or organization, public or private; bonds to Transportation Companies, Lost Instrument bonds, Lease bonds, Workmen's Compensation bonds, Miscellaneous Surety bonds and bonds on behalf of Notaries Public, Sheriffs, Deputy Sheriffs and similar public officials.
3. Bonds on behalf of contractors in connection with bids, proposals or contracts.

In Witness Whereof, the said FEDERAL INSURANCE COMPANY has, pursuant to its By-Laws, caused these presents to be signed by its Vice President and Assistant Secretary and its corporate seal to be hereto affixed this 1st day of January 19 71.

FEDERAL INSURANCE COMPANY
By

Frederick C. Gardner
Vice-President

Walter LaForge
Assistant Secretary

STATE OF NEW YORK }
County of New York } ss.:

On this 1st day of January 1971, before me personally came Walter LaForge, to me known and by me known to be Assistant Secretary of the FEDERAL INSURANCE COMPANY, the corporation described in and which executed the foregoing Power of Attorney and the said Walter LaForge being by me duly sworn, did depose and say that he resides in the City of New York, in the State of New York; that he is Assistant Secretary of the FEDERAL INSURANCE COMPANY and knows the corporate seal thereof; that the seal affixed to the foregoing Power of Attorney is such corporate seal and was thereto affixed by authority of the By-Laws of said Company and that he signed said Power of Attorney as Assistant Secretary of said Company by like authority; that he is acquainted with Frederick C. Gardner and knows him to be Vice President of said Company, and that the signature of said Frederick C. Gardner subscribed to said Power of Attorney is in the genuine handwriting of said Frederick C. Gardner and was thereto subscribed by authority of said By-Laws and in deponent's presence.

Acknowledged and Sworn to before me on the date above written

Notary Public

MARY K. BENDICK
Notary Public, State of New York
No. 24-0287960
Qualified in Kings County
Certificate filed in New York County
Commission Expires March 30, 1971.

FORM 12466 (ED. 1-71)

K-2841 (10M)

CITY AND COUNTY OF NEW YORK: ss.

I, the undersigned, Assistant Secretary of the FEDERAL INSURANCE COMPANY, do hereby certify that the following is a true excerpt from the By-Laws of the said Company as adopted by its Board of Directors on March 11, 1958 and amended January 2, 1964 and that this By-Law is in full force and effect.

"ARTICLE XIX.

Section 2. All bonds, undertakings, contracts, powers of attorney, and other instruments other than as above, for and on behalf of the Company which it is authorized by law or its charter to execute, may and shall be executed in the name and on behalf of the Company either by the Chairman or the Vice-Chairman or the President or a Vice-President, jointly with the Secretary or an Assistant Secretary, under their respective designations, except that any one or more officers or attorneys-in-fact designated in any resolution of the Board of Directors or the Executive Committee, or in any power of attorney executed as provided for in this section, may execute any such bond, undertaking, or other obligation as provided in such resolution or power of attorney."

And I further certify that I have compared the foregoing copy of the POWER OF ATTORNEY with the original thereof and the same is a correct and true copy of the whole of said original Power of Attorney and that said Power of Attorney has not been revoked.

And I further certify that said FEDERAL INSURANCE COMPANY is duly licensed to transact fidelity and surety business in each of the States of the United States of America, Puerto Rico, and each of the Provinces of Canada with the exception of Prince Edward Island; and is also duly licensed to become sole surety on bonds, undertakings, etc., permitted or required by law.

Given under my hand and the seal of said Company at New York, N. Y., this 27 day of

October, 1972

M Farrell

Assistant Secretary

FIRST AVENUE S. ● STAYTON, OREGON 97383 ● TELEPHONE 503 - 769-6347

September 21, 1972

Oregon State Hwy Dept
Resident Engineer
P O Box 30
Salem, Oregon

Atten: K. D. Wolfe

Ref: Contract # 7774 (Garfield Street - Mt Angel)

Dear Sir:

We are requesting time extention based on the following reasons:

1. Price Agreement #2: 218 lineal feet added curbs and excavation of old curbs. 218 lineal feet of P.C. concrete sidewalk inplace ajoining the curb ~~&~~ utility strip area with blockouts for existing plants. Delay of time to backfill curb and compact before placing P.C. sidewalk. Delay of time of concrete set of P.C. sidewalk before backfilling around plants. We feel we should have a 2 day extention on the added work.

2. Wet blue clay soil conditions from station 10/00 to 12/75.

Work Procedure:

Aerated clay area from August 2nd to 16th, as directed. Mr. Wolfe decided to use line treated sub-base on August 17th. We gave a price on hot lime, on the 18th of August. On August 21st we were asked for a price on hydrated lime. Price agreement #4 was written on August 22nd. On August 25th we had the necessary equipment on the job to lime treat the sub-base, and performed the work that same day. On August 29th we put base rock on but there was too much deflection on the grade to pave. We let the grade set until the 31st of August. On the 1st of September the grade was still deflecting to much to pave so we cement treated the base rock from station 10/00 to 12/00 on the right side and station 10/00 to 11/25 on the left side. On the 5th of September the grade was set up enough to pave. On the 6th of September we finished

FIRST AVENUE S. ● STAYTON, OREGON 97383 ● TELEPHONE 503 - 769-6347

red topping the grade and paved on the 7th. Clean up was done on the 8th of September.

3. The Octoberfest being held on September 14th through the 17th stopped work on the project.

Do to the clay soil conditions and the extra curb, utility side walk strip, and P.C. concrete aproach added at Station 11+00 on the left side, and the Octoberfest threw our work scheaule off to the extent that we feel we should have an added 10 day extention on the original time of completion from September 8th to September 18th, inclusive.

Yours truly,

F. A. Lulay

#7774

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Mt. Angel (Garfield St.) Date November 15, 1972

Highway City Street Contract No. 7774

County Marion Kind of Work Grading & Paving Contractor N. Santiam Sand & Gravel, Inc.

	Authorized	Estimated
Contract Amount	$ 23,325.45	$ 23,601.75
Anticipated Items	500.00	0
Contingency (4½%)	1,072.15	2,672.82
Engineering	2,382.54	4,839.54
Credits		
PROJECT COST	$ 27,280.14	$ 31,114.11

NET INCREASE $ 3,833.97 OR 14.1 %

STATE HIGHWAY COMMISSION APPROVED BY
DATE 12-12-72

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

		Expected Amount	Net Change
Item No. 5- 36" Culvert Pipe	(C)	$ 309.76	$ - 112.64
" " 6- 12" Sewer Pipe	(C)	2,468.48	- 571.52
" " 8- C-1 Inlets	(C)	1,134.00	+ 189.00
" " 9- Concrete Driveways	(C)	2,133.58	+ 1,185.48
" " 10- Concrete Curbs	(C)	1,966.20	- 193.80
E.W.C. No. 1- Flagging	(A)	0	- 500.00
- Engineering	(A)	4,839.54	+ 2,457.00
P.A. No. 1- Extra Trench Exc.	(U)		+ 68.40
P.A. No. 2- Concrete Curb	(U)		+ 442.00
P.A. No. 2- Concrete Sidewalk	(U)		+ 311.52
P.A. No. 2- Remove old Curb & Sidewalk	(U)	2,672.82	+ 277.62
P.A. No. 2- Concrete Driveway	(U)		+ 343.98
P.A. No. 4- Lime for Treated Subgrade	(U)		+ 637.00
P.A. No. 4- Lime Treated Subgrade	(U)		+ 404.46
E.W.C. No. 2- Rebuilding Drainage Struct.	(U)		+ 187.81
		Total Net Change	$ + 5,126.34

Principal reasons for overruns (Continue on reverse side): Contract quantity of concrete driveways was too low. More old existing curb and walk had to be removed and replaced with new. Unsuitable subgrade encountered was corrected with lime treatment added. Related engineering plus low volume nature of variety of work items increases engineering percentage.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by K.D. Wolfe
K.D. Wolfe Resident Engineer

Confirmed by
Regional Engineer

Noted by
Construction ~~or Bridge~~ Engineer

Noted by
acting Deputy ~~or~~ State Highway Engineer

RECEIVED

FOR FILE

7774

November 13, 1972

TO Oregon State Highway Commission

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7774 Work Completed September 18, 1972

Project Mt. Angel (Garfield St.)

Highway City Street County Marion

Type of Work Grading and Paving

Contractor North Santiam Sand and Gravel, Inc.

Recommended Acceptance Date November 10, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 12, 1972 for your formal concurrance.

VG:dgk

cc: C. W. Head
Tom Edwards
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7774

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Mt. Angel (Garfield St.)		WEEK ENDING: Oct. 7.,1972
		SECTION PREFIX: 324-1723
HIGHWAY: City Street		COUNTY: Marion
NAME OF JOB: Mt. Angel (Garfield St.)	KIND OF WORK: Grading and paving	
CONTRACTOR: N. Santiam Sand & Gravel, Inc.	CONTRACT NUMBER: 7774	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 7,1972	DATE WORK STARTED: July 31,1972	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 50	CALENDAR DAYS USED 56
PROJECT AUTHORIZATION: $ 27,280.14	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 110
EXCLUSIVE OF ENGINEERING: $ 24,897.60	ENGINEERING AUTHORIZATION $ 2,382.54	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 26,274.57	ENGINEERING COST TO DATE $ 3,830.48	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN . . . . . 6 %	PERCENT OF AUTHORIZATION . . . . . 161 %	DATE PROJECT WAS COMPLETED: Sept. 18,1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.12	0.12			0.12
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.12	0.12			0.12
TOTAL ESTIMATED QUANTITIES (CONTRACT)	~~0.12~~	3200 Sq. Yds.			3200 Sq.Yd.
TOTAL QUANTITIES CORRECTED TO DATE		3,132 Sq.Yd.			3132 Sq.Yd.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		3132 Sq.Yd.			3132 Sq.Yd.
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Prtly. Cloudy			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			BEN GIFFORD
SATURDAY	Fair			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final will hopefully be submitted next week sometime.

THIS IS THE FINAL REPORT

SIGNED K.D. Wolfe LOCATION Salem

K.D. Wolfe

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

SCA

THE CITY OF MOUNT ANGEL

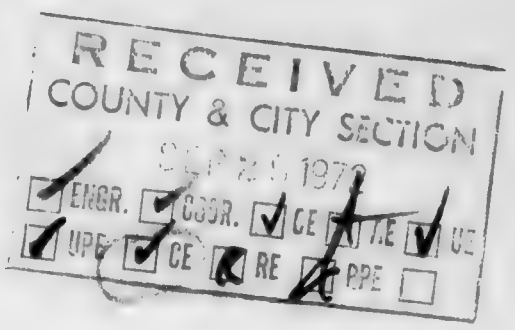
Incorporated April 3, 1893

Area Code 503
Telephone 845-6139

P. O. Box 105

MT. ANGEL, OREGON 97362

September 27, 1972



H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

This is to advise you that at a special meeting of the Mt. Angel City Council, held September 26, 1972, members voted unanimously to accept the Special City Allotment project on Garfield, as completed.

The City plans to extend the 30" tile on past the right-of-way, in the very near future.

On behalf of the Council, I extend to you and your department, sincere appreciation for your efforts and performance of the work. It is a project we all are proud of.

Sincerely,

Joseph J. Berchtold

Joseph J. Berchtold
Mayor

JJB:ms

CC: A.E. Johnson
C.T. Keasey
J.B. Boyd

5 CA

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

9-25-72

Project Name Garfield Street Contract No. 7774

Highway Mt. Angel City Street Prefix No. 324-1723

County Marion F.A. No. State

Final inspection made on Sept, 19 By G. W. Wimer

in company with K. D. Wolfe, John Druta (Romania Regional Maintenance Engineer) Warren Gaskill, and John Hollingsworth.

CHECK LIST

Date

9-14-72 Construction signs removed

closed during construction — Salem Office notified to rescind construction speed zone

9-14-72 Contractor removed equipment from project

9-19-72 Roadside cleanup completed

(due to Oktoberfest)
9-19-72 Opened to traffic

with semi-final — Regional Materials Certification submitted

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Good looking project. Catch basins could have been better.

Letter of acceptance from City will follow.

RECEIVED
COUNTY & CITY SECTION
SEP 25 1972
ENGR. COOR. UE AE UE
UPE CE RE RPE

All contract work on this project has been completed and recommendation is made for acceptance on 9-19-72. The semi-final estimate will be submitted about 9-29-72.

c: Const. Engineer - C. T. Keasey

Co.-City Eng. - H. S. Cox ✓
Reg. Engineer - J. B. Boyd
Res. Engineer - Ken Wolfe
Dist.Engineer - Floyd Lacey

Copies sent to all named _____

Original signed by, Gerald Wimer — Reg. Const. Engr.

(Signed) (Title)

RECEIVED
AUG 29 1972
FOR FILING

7774

August 29, 1972

North Santiam Sand & Gravel, Inc.
South First
Stayton, Oregon 97383

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7774 for work on Garfield Street in the City of Mt. Angel in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc Federal Insurance Company
Bonding Department
1400 Plaza 600
6th and Stewart Street
Seattle, Washington 98101

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
Ken Wolfe

SCA-72

OREGON STATE HIGHWAY DIVISION

TO: Gary Zehner
City/County Relations

SUBJECT: Letter of Agreement From City of Mt. Angel for Additional Contract Work

FROM: K.D. Wolfe
Resident Engineer

DATE: Aug. 2, 1972

Enclosed is a copy of the letter received from the mayor of the City of Mount Angel endorsing and accepting the responsibility for added costs resulting from planned changes to be made on the Mt. Angel (Garfield St.) Section. Details are as noted in his letter. This has been cleared through Region and Construction and a Price Agreement is being prepared to cover the changes.

RECEIVED
COUNTY & CITY SECTION
AUG - 3 1972
☑ ENGR. ☑ COOR. ☑ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

CC: w/Attch. : R.L. Schroeder
A. E. Johnson
C. T. Keasey

K. D. Wolfe
(SIGNATURE)

PLEASE REPLY HERE

CC: _____

_____ (SIGNATURE) _____ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

Area Code 503
Telephone 845-6139

P. O. Box 105

MT. ANGEL, OREGON 97362

August 1, 1972.

Oregon State Highway Department.
Salem, Oregon.

Gentlemen: Re: Garfield St. Project Mt. Angel.

Following the on site conference, held this afternoon, with: Mr. Ken Wolfe of your Department; Francis Lulay of North Santiam Sand & Gravel, Inc.; Mayor Berchtold and the Street Committee of the City Council regarding the removal of the present curb and paved utility strip on the east side of Garfield Street and its replacement with new curb and paved utility strip at a cost of approximately $1,100.00.

The City of Mt. Angel is in agreement with change order and understands this added cost will be our responsibility.

Sincerely yours

City of Mt. Angel

Joseph J. Berchtold

Joseph J. Berchtold, mayor.

RECEIVED
AUG 2 1972
RESIDENT ENGR.
K. D. WOLFE

RECEIVED
JUL 11 1972
FOR FILING

7774

July 7, 1972

North Santiam Sand and Gravel, Inc.
Box A
Stayton, Oregon 97383

Gentlemen:

The State Highway Commission on July 6, 1972, accepted your proposal for work on Garfield Street in Mt. Angel in Marion County for the sum of $23,325.45 and referred it to the Administrator of Highways with authority to award the contract as soon as the City of Mt. Angel approves the project and deposits $2,520.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7774.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fhn

cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Walt Hart
J. B. Boyd
Ken Wolfe
Wm. Geibel (SAIF)

July 6, 1972

Mrs. Mildred M. Schilling
City Recorder
City Hall
Mt. Angel, Oregon 97362

Dear Mrs. Schilling:

We wish to acknowledge receipt of City's check #2652 in the amount of $2,520 as advance deposit on the 1972 Special City Allotment project on Garfield Street.

The project is now clear for award to the apparent low bidder, North Santiam Sand and Gravel Company, Inc.

We appreciate your cooperation in this matter and request you contact this office if any questions arise.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Gary E. Zehner

for H. S. Cox
County and City Engineer

GEZ:lat

bc L. H. Young
C. T. Keasey
V. E. Skoog (Attn: John Herr)

Check #2652 rec'd 7/6/72

By _____

ENGR. ✓ CONST. ✓ CE ✓ AE ✓ LE
OPE ✓ CE ✓ RE ✓ RPE ☐

SCA

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

Area Code 503
Telephone 845-6139

P. O. Box 105

MT. ANGEL, OREGON 97362

July 5, 1972

Mr. Gary E. Zehner
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Garfield Street Project

Dear Mr. Zehner:

Thank you for your letter of June 29, 1972 advising of the anticipated cost of the above project.

Enclosed you will find check #2652 in the amount of $2,520.00 representing the City's estimated share of the cost. The Council was very pleased with the bid and is most appreciative of your assistance in this project.

Sincerely,

Mildred M. Schilling

Mildred M. Schilling
City Recorder

ms
enc: Check

RECEIVED
COUNTY & CITY SECTION
JUL 6 - 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

PROJECT NUMBER
#7 6-29-72

LOCATION
MARION COUNTY

Mt. Angel (Garfield St.) Section
City of Mt. Angel

25 (3) 30

OWNER
Oregon State Highway Department

DATE OF OPENING BID
June 29, 1972

BIDDER Cushing Bros Inc	BIDDER
TOTAL BID $ 30 995	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $

(3) LOW BIDDERS

North Santiam Sand & Gra Inc Stayton	Page Paving Salem	Salem Rd. Dists Co! Salem
NO.	NO.	NO.

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. General Exc.	1	3700	3750	4200
3,200	S.Y. 1" - 0 Aggregate Base, 10" Thick	2	1 28	1 75	2 02
3,200	S.Y. Cl. "C" Asphalt Conc., 3" Thick	3	1 96	1 95	2 32
45	L.F. 30-inch Culvert Pipe	4	17 71	10	20
15	L.F. 36-inch Culvert Pipe	5	28 16	20	26 40
500	L.F. 12-inch Sewer Pipe	6	6 08	6 25	9 35
2	Only Concrete Manholes	7	472.50	400	550
5	Only Concrete Inlets, Type CG-1	8	189	150	192 50
95	S.Y. Concrete Driveways	9	9 98	9 70	10 60
1,080	L.F. Concrete Curbs	10	2 00	1 90	1 60
			23,325 [illegible]	23,988 50	28,856 50
	Flagging		500		
			23,825.45		
	Engr. & Cont. 14½%		3454.69		
			27280.14		
	City's Share P.E. =		232.00		
			$27512.14		
	6-29-72 Called Mitchell Schilling → Adv. Dep.		$2520		
	Includes $2160		for Curbs		

RECEIVED
JUN 30 1972
FOR FILING

bc: R. L. Schroeder
L. H. Young
C. T. Keasey
V. E. Skoog, attn:
John Herr
J. B. Boyd

OREGON STATE HIGHWAY DIVISION

97741

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 29, 1972

Mrs. Mildred M. Schilling
City Recorder
City Hall
Mt. Angel, Oregon 97362

Dear Mrs. Schilling:

On June 29, 1972, the State Highway Commission opened bids on the 1972 Special City Allotment project on Garfield Street. The apparent low bid was submitted by North Santiam Sand and Gravel Company, Inc. of Stayton.

The anticipated cost is as follows:

Contractor's bid	$23,325.45
Anticipated additional items:	
Flagging (State share)	500.00
	$23,825.45
Engineering & Contingencies (14½%)	3,454,69
	$27,280.14
City's estimated share of preliminary engineering	240.00
TOTAL	$27,520.14

As the contract cannot be awarded until the City has deposited its estimated share of cost, please forward, at your earliest convenience, a check to this office in the amount of $2,520 made payable to the State Highway Commission. The above includes the $2,160 bid by the contractor for curbs.

Very truly yours,

George M. Baldwin
Administrator of Highways

NOTED
R. L. SCHROEDER

By Gary E. Zehren
for H. S. Cox
County and City Engineer

RECEIVED
JUN 30 1972
OFFICE OF
STATE HIGHWAY ENGINEER

GEZ:lat

SCA

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

Area Code 503
Telephone 845-6139

P. O. Box 105

MT. ANGEL, OREGON 97362

May 23, 1972

Mr. Gary E. Zebner
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Garfield Project

Dear Mr. Zebner:

Enclosed you will find a set of the preliminary plans for the 1972 Special City Allotment project on Garfield street, which has been approved as requested.

We appreciate your assistance on this project, as it is a much needed one.

Sincerely,

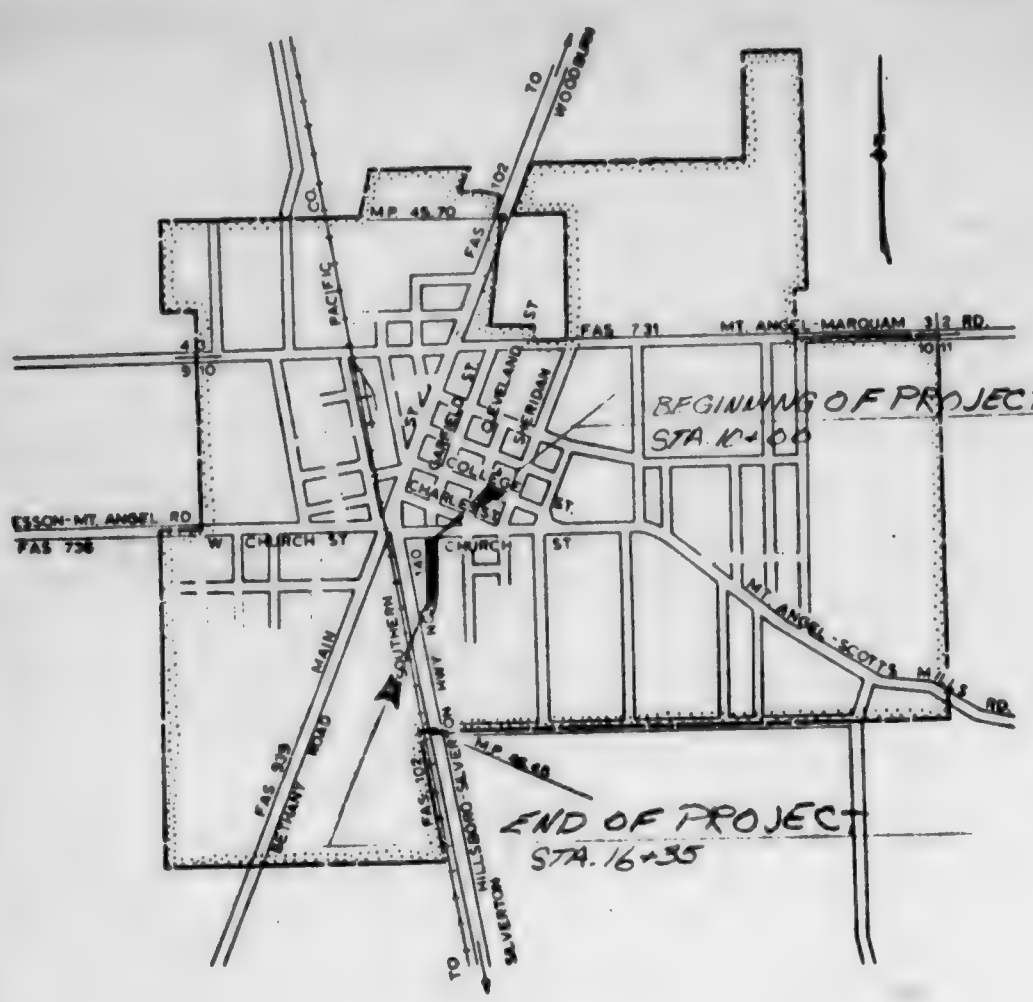
Mildred M. Schilling

Mildred M. Schilling
City Recorder

ms
enc: plans

MT. ANGEL

INDEX OF SHEETS	
SHEET NO	DESCRIPTION
1	Sketch Map, Typical Section, Summary
2	Plan & Profile



Sketch Map

Scale 0 800 1600 Feet

RECEIVED
MAY 18 1972
CITY OF MT. ANGEL

EETS

ection Summary

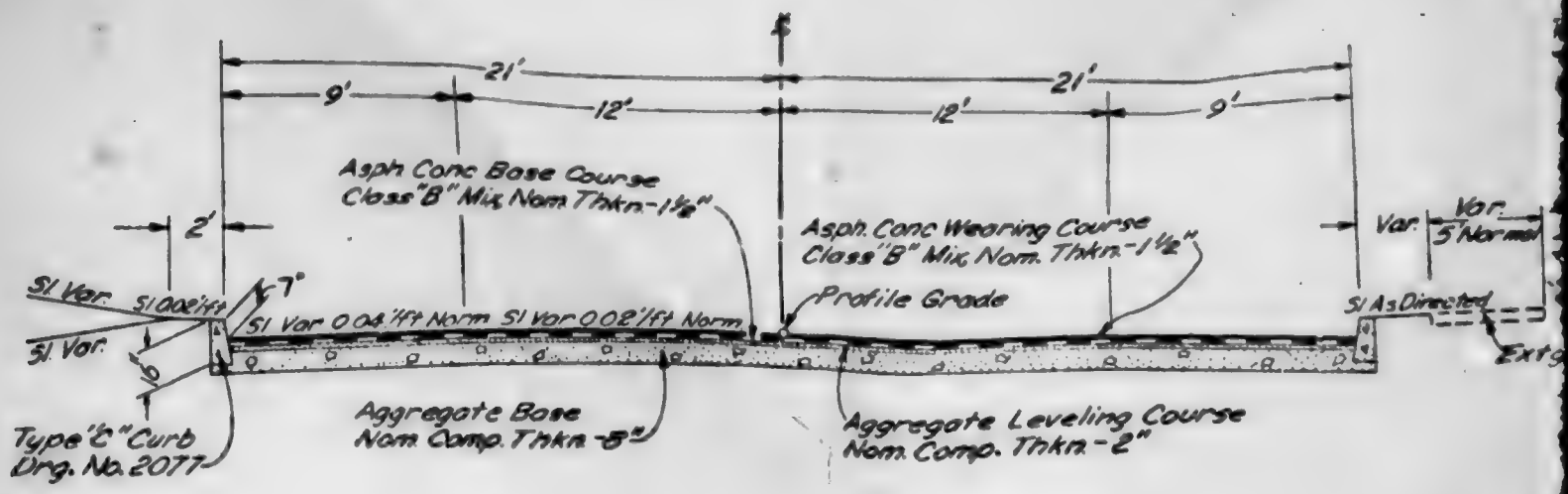
PRELIMINARY COPY
MAY 1 1972
SUBJECT TO CHANGE
FINAL DESIGN UNIT

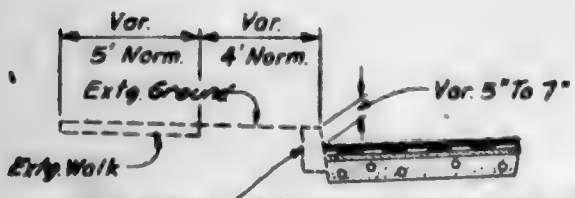
Overall Length Of Project 0.12 Mile

OREGON STATE HIGHWAY DIV
GRADING & PAVING
MT. ANGEL (GARFIELD ST.) SE
CITY STREET

FED ROAD Div. No.	STATE	PROJECT NUMBER
10	OREGON	STATE

TYPICAL SECTION





STA. 10+00 To STA. 12+18, Lt.
10+00 To 10+70, Rt.

STA. 10+00 To STA. 16+35 .

RECEIVED
COUNTY & CITY
MAY 24
ENGR. COOR.
UPE CE RE

APPROVED
CITY OF MT. ANGEL
BY MAYOR Joseph J. Bentto
BY RECORDER Mildred M.
DATE May 23, 1972

PRELIMINARY C
SUBJECT TO CHANG

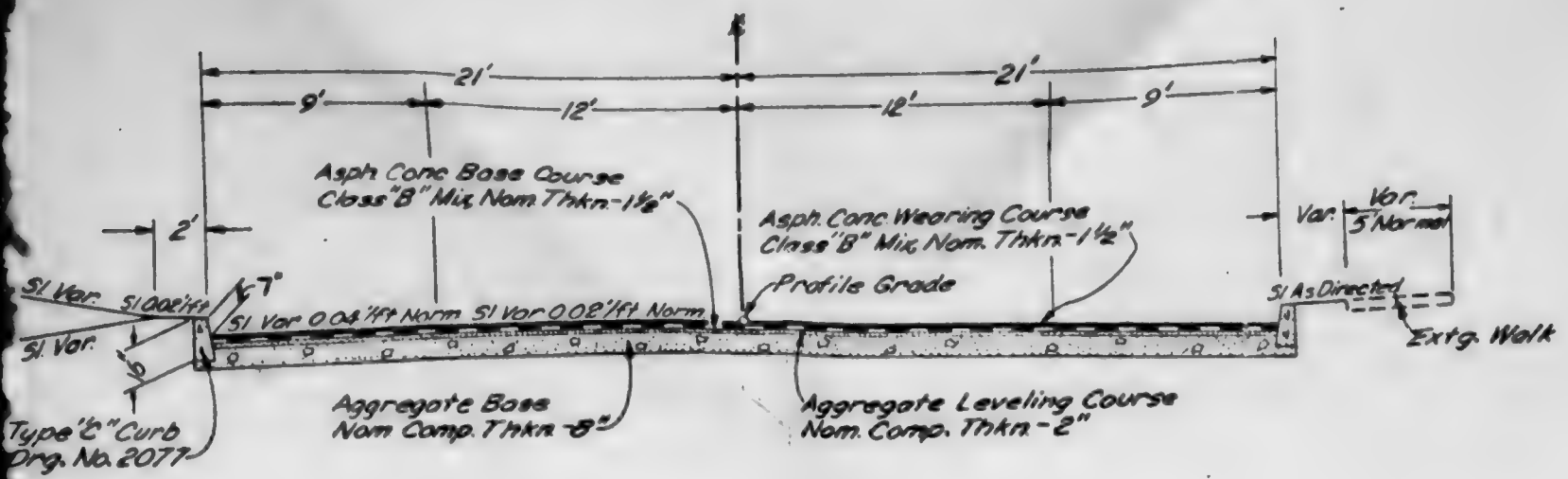
PRELIMINARY COPY
MAY 1 8 1972
SUBJECT TO CHANGE
DESIGN UNIT

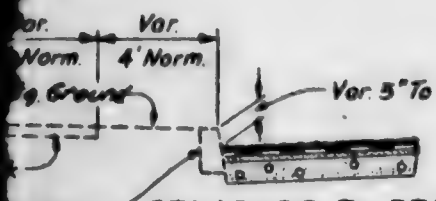
Overall Length Of Project 0.12 Mile

OREGON STATE HIGHWAY DIVISION
GRADING & PAVING
MT. ANGEL (GARFIELD ST.) SECTION
CITY STREET
MARION COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE	SHEET No. 1
10	OREGON	STATE		TOTAL SHEETS See Index

TYPICAL SECTION





STA. 10+00 To STA. 12+18, Lt.
10+00 To 10+70, Rt
STA. 10+00 To STA. 16+35 .

RECEIVED
COUNTY & CITY SECTION
MAY 24 1972
☐ ENGR. ☐ COOR. ☐ CE ☐ A.E. ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

APPROVED
CITY OF MT. ANGEL
BY MAYOR Joseph J. Bentlolo
BY RECORDER Mildred M. Schilling
DATE May 23, 1972

PRELIMINARY COPY
SUBJECT TO CHANGE

BEN GIFFORD
5-16-72

Section Mt. Angel (Garfield St.)
Highway City Street
County Marion
Kind of Work Grading and Paving

Project Allotment $ SCA 36,000
Project Length 0.12 mile
Completion Time 50 cal. workdays

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 25,637.50
Anticipated Additional Items:		
Flagging (State Share)	$ 500.00	
Slide Correction		
Railroad Protective Costs (107.24)		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Stage Construction Striping		
Temporary Erosion Control (107.08)		
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		
Install Water Meter		
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Adjust Utilities (105.06)		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages (107.25)		
		$ 500.00
		$ 26,137.50
Engr. & Cont. (14.5%)		3,789.99
TOTAL		$ 29,927.49
Credit for		
Estimated Net Authorization, Construction		$

5-18-72
City Recorder Mrs. Schilling gave telephone approval of $30,000.
City Share 500.00 G.E.Z.

...1 (Garfield St.) Section
Grading and Paving
Estimate

	Unit	Quant.	Unit Cost	Amount
General Excavation	All	All	Lump Sum	3,350.00
1"-0 Aggregate Base, 10 inches Thick	Sq. Yd	3200	1.88	6,016.00
Class "C" Asphalt Concrete, 3 inches Thick	Sq. Yd.	3200	2.25	7,200.00
30-inch Culvert Pipe	Lin. Ft	45	20.00	900.00
36-inch Culvert Pipe	Lin. Ft	15	25.00	375.00
12-inch Sewer Pipe	Lin. Ft	500	5.60	2,800.00
Concrete Manholes	One	2	400.00	800.00
Concrete Inlets, Type CG-1	One	5	200.00	1,000.00
Concrete Driveways	Sq. Yd	95	7.50	712.50
Concrete Curbs	Lin Ft	1080	2.30	2,484.00
			25,	637.50

Form 249x

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

4-3-72

Summary and cost estimate Mt. Angel (Garfield St.) 324-1446

item	unit	net	allow	gross			unit price	amount
temporary prot. & direct traffic	all						100.00	100.00
clearing & grubbing	all						100.00	100.00
remove struct. & obstructions	all						100.00	100.00
general excavation	all	(1000 cu yds @ $ 2.50)					2500.00	2500.00
trench excavation	cu yd	55	5	60			5.00	300.00
coarse agg. base 8" thick	sq yd	3082	308	3390		*	1.50 ~~1.40~~	5,085.0 ~~4746.00~~
¾-0 agg. base 2" thick	sq yd	3010	300	3310			0.40	1324.00
class "C" A C 3" thick	sq yd	3010	290	3300			2.25	7425.00
8 inch storm sewer pipe	lin ft	85	10	95			4.00	380.00
12 inch storm sewer pipe	lin ft	350	35	385			5.00	1925.00
30 inch concrete pipe	lin ft	40	4	44			20.00	880.00
concrete ~~x~~ inlets GB-1	each	5	1	6		*	180.00 ~~170.00~~	1,080.00 ~~1020.00~~
concrete driveways	sq yd	44	6	50			9.00	450.00
concrete curbs type "C"	lin ft	985	95	1080	($55 per cu yd)		1.70	1836.00
								~~23,086.00~~ 23,435.00
				flagging (states share)				200.00
				plus 20% contingencies and engineering				4,815.0 ~~4,657.2~~
				total				~~27,943.20~~ 28,500.0

prices subject to review by cost section

* As adjusted by Cost section 4/3/27

NARRATIVE REPORT
Mt. Angel (Garfield St.)
Marion County

324-1446
S C A project

This is a location survey to prepare plans, specifications, and estimate for reconstruction and widening Garfield Street in Mt. Angel between Church Street and the Silverton-Hillsboro State Highway. A curbed section 42 feet wide is proposed. Length is 0.12 mile.

Excess excavation (approx. 1000 cu yds.) should become property of the contractor at point of excavation.

Surfacing materials are available from commercial sources.

Grade was laid to most nearly match existing curbs and sidewalks. City requests that existing sidewalks be left as they exist. City requests that approaches be reestablished in kind.

The following utilities are located within the project:

Portland General Electric (should not be effected by construction work.)
Mt. Angel Telephone Co. (should not be effected by construction work)
NW Natural Gas Co. (some adjustment may be necessary)
Sanitary sewer system- City of Mt. Angel (should not be effected by const. work)
Storm sewer system- City of Mt. Angel (it is proposed that most of the system be reconstructed)
Water system- City of Mt. Angel (City plans to abandon existing 1" and 2" water lines and install new 6" water line from station 12+08 right to the end of project)

Keats Oliver
Res. Engr.

by Don Goodrich

SCA

RECEIVED
COUNTY ENGINEER

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

Area Code 503
Telephone 845-6139

P. O. Box 105

MT. ANGEL, OREGON 97362

March 17, 1972

Gary

Mr. Oscar H. Norberg
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Right-of-way
1972 Special City Allotment Project
Garfield Street, City of Mt. Angel

Dear Mr. Norberg:

Enclosed you will find a copy of the Warranty Deed in the final right-of-way acquisition for the above project, as recorded with the Marion County Recorder.

Sincerely,

Mildred M. Schilling

Mildred M. Schilling
City Recorder

ms
enc: 1

Copy To: Floyd Scott

V

VOL 722 PAGE 346

RECEIVED
COUNTY & CITY SECTION
MAR 13 1972
☐ ENGR. ☐ SURV. ☐ ☐ ☐
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

WARRANTY DEED

ROSE A. WACHTER, unremarried widow of Joseph L. Wachter, deceased, hereinafter called grantor, conveys to CITY OF MT. ANGEL, a municipal corporation, all that real property situated in Marion County, State of Oregon, described as:

> All of that part of a tract of land conveyed to Rose A. Wachter and Joseph L. Wachter, wife and husband, by deed recorded October 21, 1944, in Volume 310, Page 461, Deed Records, for Marion County, Oregon, lying within a strip of land 60 feet in width, 30 feet on each side of the following described center line, to-wit:
>
> Beginning on the south line of Butala's Addition to Mt. Angel, in Marion County, Oregon, 30 feet west from the southwest corner of Lot 5, in Block 2 of said Addition, and running thence south 0° 15' east, along a direct extension of Garfield Street, as shown on the plat of said Addition, a distance of 400 feet to a point 10 feet northerly of the northeast corner of a tract of land conveyed to V.M. Duman, et ux, by deed recorded in Volume 358, Page 537, Deed Records for Marion County, Oregon.

and covenants that grantor is the owner of the above described property free of all encumbrances and will warrant and defend the same against all persons who may lawfully claim the same.

The true and actual consideration for this transfer is $680.00.

DATED this 1st day of March, 1972.

Rose A. Wachter

STATE OF OREGON)
) ss.
County of Marion)

On March 1, 1972, personally appeared before me the above-named ROSE A. WACHTER and acknowledged the foregoing instrument to be her voluntary act.

Nancy E. Jones
NOTARY PUBLIC FOR OREGON
My Commission Expires: Sept 22, 1973

942830

MAR 13 1972

942830 PHOTOSTAT COMPARED

STATE OF OREGON } ss.
County of Marion }

I hereby certify that the within was received at 8:40 a o'clock ..M. on the ..... day of MAR 13 1972 ..... 19.... and duly recorded by me in Marion County Records Book of .... DEEDS ....Records Volume 722 Page 346

Witness my hand and seal
County Recorder

1 - WARRANTY DEED

EICHSTEADT, BOLLAND & ENGLE

WARRANTY DEED

☐ ENGR. ☐ C.O.R. ☐ CE ☐ LE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

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DATED this 1st day of March, 1972.

Rose A. Wachter

STATE OF OREGON)
) ss.
County of Marion)

On March 1, 1972, personally appeared before me the above-named ROSE A. WACHTER and acknowledged the foregoing instrument to be her voluntary act.

Nancy Jones
NOTARY PUBLIC FOR OREGON
My Commission Expires: Sept 22, 1973

947830

MAR 13 1972

947830 PHOTOSTAT COMPARED

STATE OF OREGON } ss. I hereby certify that the within was received at 8:40 a o'clock ..M. on the ..... day of ..... 19.... and duly recorded by me in
County of Marion } Marion County Records Book of .... DEEDS ....Records Volume 722 Page 346
MAR 13 1972
Howard Wm. Landis
County Recorder

1 - WARRANTY DEED

EICHSTEADT, BOLLAND & ENGLE
ATTORNEYS AT LAW
WOODBURN, OREGON 97071

SCA

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

Area Code 503
Telephone 845-6139

P. O. Box 105

MT. ANGEL, OREGON 97362

RECEIVED
COUNTY & CITY SECTION
MAR 9 - 1972

March 8, 1972

Mr. Oscar H. Norberg
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Right-of-way
1972 Special City Allotment Project
Garfield Street, City of Mt. Angel

Dear Mr. Norberg:

As per your request of January 5, 1972, you will find attached the executed right-of-way clearance certificates for the above project.

Am sorry we have been so late, but just received the Deed this morning. It is being forwarded to the County Recorder, and upon receipt of it from the Recorder, will send you a copy of the recorded deed.

Sincerely,

Mildred M. Schilling

Mildred M. Schilling
City Recorder

ms:
enc:

Copies To: D. H. Moehring
F. D. Morgan
J. B. Boyd
Keats Oliver

RECEIVED
JAN 6 1972
CITY OF MT. ANGEL
mf

RECEIVED
COUNTY & CITY SECTION
MAR 9 - 1972
☐ ENGR. ☑ COOR. ☐ ☐ ☐ RE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

Re: Right-of-Way
1972 Special City Allotment Project
Garfield Street
City of Mt. Angel

Gentlemen:

We hereby certify that to the best of our knowledge and belief all rights-of-way or rights-of-entry for the above referred to project have been secured.

Dated at Mt. Angel, Oregon, this 8th day of March, 1972.

MT. ANGEL CITY COUNCIL

By Joseph J. Buchholz
Mayor

By Mildred M. Schilling
Recorder

1/5/72

UPE CE RE RPE

MEMO TO FILES

January 27, 1972

Re: Footpaths and Bike Trails
SCA Projects
Haines, Heppner, John Day, Chiloquin, Island City,
Jefferson, Mt. Angel, North Powder, Sheridan,
Sherwood, and Veneta

Footpaths and bike trails will not be established under these projects as per ORS Chapter 366, Section 2, subsection 3(a) which states that "The amount expended by the commission or by a city or county as required or permitted by this section shall never in any one fiscal year be less than one per cent of the total amount of the funds received from the highway fund. However, this subsection does not apply to a city in any year in which the one per cent equals $250 or less."

Gary E. Zehner
Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
V. D. Wolfe
L. H. Young
W. H. Tebeau

RECEIVED
FEB 28 1972
FOR FILING

January 17, 1972

City of Mt. Angel
City Hall
Mt. Angel, Oregon 97362

MISC. CONTRACTS and AGREEMENTS No. 42414

Attention: Mrs. Mildred Schilling
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a finance-construction agreement pertaining to improvement on Garfield Street.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc - H. S. Cox
(agree. att.)

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

Area Code 503
Telephone 845-6139

P. O. Box 105

MT. ANGEL, OREGON 97362

January 12, 1972

Mr. Oscar H. Norberg
Cities Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Garfield Street Agreement

Dear Mr. Norberg:

As per your request of December 14, 1971, you will find enclosed the three copies of the Agreement covering the 1972 Special City Allotment project on Garfield Street, which have been signed by the Mayor and myself.

The Resolution (192) authorizing the signing of the Agreement was adopted at the January 3, 1972 Council meeting, this also is enclosed.

Sincerely,

Mildred M. Schilling

Mildred M. Schilling
City Recorder

ms:
enc: Agreement (3)
Resolution (3)

RECEIVED
COUNTY & CITY SECTION
JAN 13 1972
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

☐ ENGR ☑ GEOR. ☑ CE ☐ AE ☑ UE
☑ UP ☐ CE ☐ RE ☐ RPE ☐

January 5, 1972

Mrs. Mildred Schilling
Recorder
City Hall
Mt. Angel, Oregon 97362

Dear Mrs. Schilling:

When the City has acquired the right-of-way on Garfield Street, please execute the two enclosed right-of-way clearance certificates and forward one copy to this office. After the deeds have been recorded in Marion County, we would appreciate receiving a copy so that we may complete our survey map and records.

If we can be of assistance to you, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By
Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:ljt

Encl.

2-17-72

Called Mrs. Schilling re. R/w Certificates She told me that all negotiations for R/w were complete except for one parcel & that it would be completed Shortly. She said that she would forward the certificate with a copy of deeds in the next week or 2. GEJ.

RECEIVED

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

7774

Section: Garfield Street (Church St.-Hillsboro-Silverton Hwy.)
Highway: City of Mt. Angel
County: Marion
Prefix:

Res. Engr.
Approx. Length 0.12± mile
Sta. --- to Sta. ---
Date 12-28-71

Mean Truck A.D.T. 29
Traffic Coefficient 6.1
18 kip s. a. per day 5.0

Annual Precipitation 40"± (Silverton)
Frost Penetration - - -
CBE Total Requirement 19.0"

(1)

Typical Soil

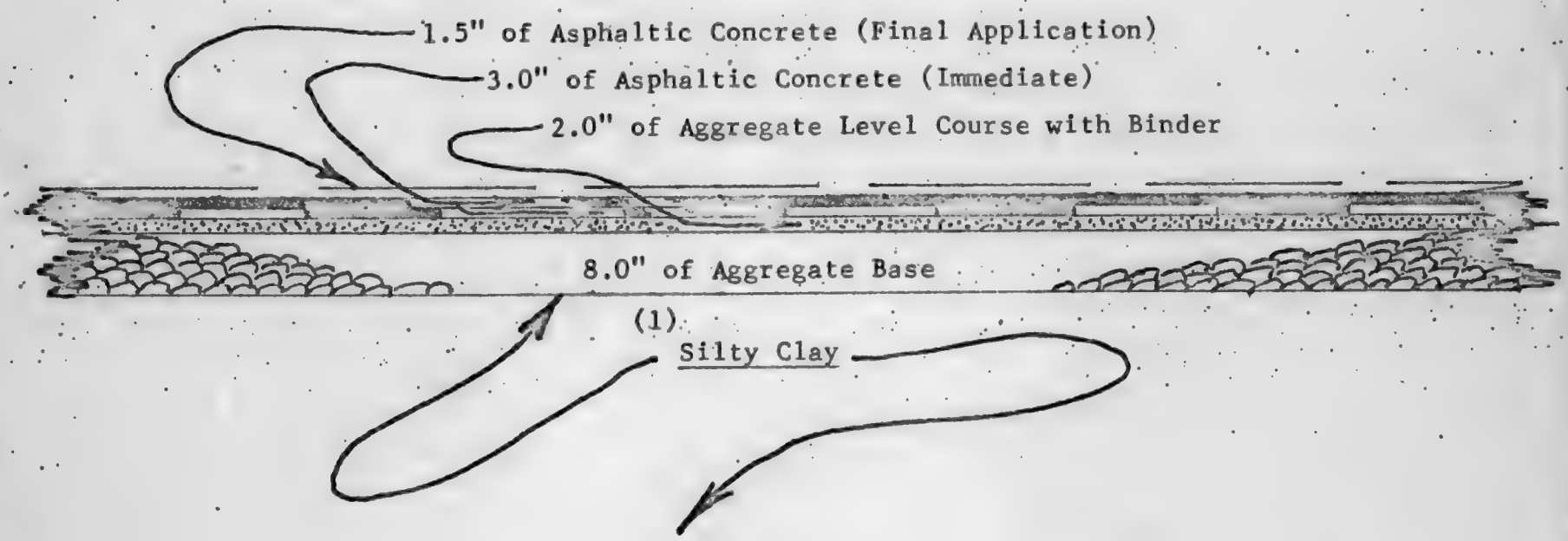
39 LL
15 PI
99 %P 10
92 %P 200
1 % Gravel
4 % C Sand
3 % F Sand
55 % Silt
37 % Clay
12 R Value
A-6 AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.)
6.0	3.0	A.C. (I.)
2.0	2.0	A.L.
8.0	8.0	A.B.
19.0	14.5	

STRUCTURAL SECTION


1.5" of Asphaltic Concrete (Final Application)
3.0" of Asphaltic Concrete (Immediate)
2.0" of Aggregate Level Course with Binder
8.0" of Aggregate Base
(1)
Silty Clay

Submitted by _____ Base Design Engineer

Recommended by _____ Engineer of Materials and Research

Recommended by _____ Location Engineer

Approved by _____ Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

County-City (2)

SECTION: Garfield Street

HIGHWAY: City of Mt. Angel

COUNTY: Marion

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*3/4"-0 Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
4.8 - 6.0	2.0"	2.0"	11.0"	17.0"	15.0"
Cars Only	2.0"	2.0"	6.5"	12.5"	10.5"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0 "	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8 "	Aggregate Base
1.0"	Cement Treated Base	= 1.8 "	Aggregate Base
1.0"	Oil Mat	= 1.1 "	Aggregate Base
1.0"	Aggregate Subbase	= 0.8 "	Aggregate Base
1.0"	Lime Treated Subgrade	= 0.8 "	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Garfield Street

HIGHWAY: City of Mt. Angel

COUNTY: Marion

300 Present ADT (19 71)

7 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	15	1.7	26	21	450	9,450
3	4	1.7	7	6	1000	6,000
4	0	---	--	--	1250	- - -
5	1	1.7	2	2	3180	6,360
6	0	---	--	--	2570	- - -
				29	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 21,810

TWENTY YEAR EWL 436,200

TRAFFIC COEFFICIENT 6.1

SECTION: Garfield Street

HIGHWAY: City of Mt. Angel

COUNTY: Marion

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made. See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally A.C. and Oil.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This is a short section, and traffic does not warrant the use of C.R.P.C.C.

☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ ☐

Mrs. Mildred Schilling
City Recorder
City Hall
Mt. Angel, Oregon 97362

December 8, 1971

Dear Mrs. Schilling:

On November 24, 1971, the State Highway Commission approved the City's request for a 1972 Special City Allotment project to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the attached project description and city map, showing in red the limits of the approved project. Also attached are regulations pertaining to these projects.

You will be contacted in the near future concerning construction details.

Very truly yours,

R. L. Porter
State Highway Engineer

By

H. S. Cox
County and City Engineer

OHN:ljt
Att.

cc: J. B. Boyd

SCA -72

RECEIVED
COUNTY & CITY SECTION
DEC 2 1971
ENGR. Const. UE AE UE
UPE CE RE RPE

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1971

SUBJECT: City of Mt. Angel
Garfield Street Improvement

To: Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

A field inspection of the subject project was made on November 30, 1971.

This project is located one block easterly of the Hillsboro-Silverton Highway on Church Street and runs southerly approximately 700 feet to an access to the Hillsboro-Silverton Highway easterly of Station 110+55.

It appears that this is an improvement project of an existing street for which access to the highway was provided during the original construction project.

Therefore, no indenture and grant of access will be necessary.

Fred Sugnet
REGIONAL UTILITY ENGINEER

cc Art Duffy
H. S. Cox
Floyd Lacey

SP 52478-734

SCA

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

Area Code 503
Telephone 845-6139

P. O. Box 105

MT. ANGEL, OREGON 97362

September 8, 1971

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Garfield Street Improvement - County-City Funds

Dear Mr. Cox:

A copy of your letter dated August 30, 1971 to Mr. Martin Boatwright was forwarded to our office.

At the regular meeting of the Council of Mt. Angel held September 7, 1971, upon the recommendation of Mrs. Margaret Hoffer, Chairman of the Street Committee, the Council voted unanimously to participate in the project and would be willing to pay all costs of the project in excess of $25,000. Funds are available for the construction of the project in 1972.

Favorable decision on the proposed project would be greatly appreciated.

Sincerely,

Mildred Schilling

Mildred Schilling
City Recorder

ms
cc: Mr. Martin Boatwright

RECEIVED
COUNTY & CITY SECTION
SEP 9 1971
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ RPE ☑ CE ☐ AE ☐ RPE ☐

Copy to Boatwright

SCA

BOATWRIGHT ENGINEERING, INC.
2613 Twelfth Street S. E.
SALEM, OREGON 97302

Area Code (503) 363-9503
363-2357

City of Mt. Angel
City Hall
Mt. Angel, Oregon

September 1, 1971

Att: Mrs. Margaret Hoffer

Re: Garfield Street Improvement - County-City Funds

Dear Mrs. Hoffer:

Enclosed is a copy of a letter I received from the County-City section of the Oregon State Highway Department, in reference to the preliminary cost estimate, maximum amount of State funds available if the project is approved and the funds for the cost that will have to be borne by the local sponsor.

I would recommend that the City of Mt. Angel advise the Oregon State Highway Department, by letter, as to the Citys desire and ability to develop the necessary funds for the local sponsor's share, at the earliest possible date.

On August 31, 1971 I discussed the date that the Citys reply should be into the State, with Mr. H. S. Cox, County-City Engineer. I so advised him that the regular monthly council meeting at the City of Mt. Angel would be on September 7, 1971 and that the City would probably have their letter of reply to the State sometime during the week of the 7th of September. He indicated that this would be completely acceptable.

Yours truly,

BOATWRIGHT ENGINEERING, INC.

M. G. Boatwright

MGB/ss

cc: Mr. H. S. Cox, County-City Engineer

RECEIVED
COUNTY & CITY SECTION
SEP 2 1971
ENGR. COOR. OE AE UE
UPE CE RE RPE

Copy to Region

ENGR. COOR. GE AE UF
UPE CE RE MPE

August 30, 1971

Mr. Martin G. Boatright
Boatright Engineering, Inc.
2613 12th Street S.E.
Salem, Oregon 97302

Dear Mr. Boatright:

It is planned to submit your proposed project in Mt. Angel on Garfield Street from Church Street southerly to the state highway to the Highway Commission for consideration of construction (1972) under the Special City Allotment Act (ORS 366.805).

Your project based on a reconnaissance investigation is roughly estimated to cost $36,000 for a 44-foot curbed street. The State's share would be $25,000.

Should the Highway Commission look with favor on your project, would the City of Mt. Angel be willing and able to pay all costs of the project in excess of $25,000?

Early receipt of a letter stating the City's ability and willingness to participate in the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:lat

Copy to Region

SCA

JAMES D. FOURNIER
ATTORNEY AT LAW
195 MAIN STREET
MT. ANGEL, OREGON 97362
TELEPHONE 845-2848

July 20, 1971

H. S. Cox
Engineer
County-City Section
Oregon State Highway Commission
Salem, Oregon

Re: Garfield Street, Mt. Angel, Oregon

Dear Sir:

As attorney for Mt. Angel, Oregon, I can advise you the City of Mt. Angel now has acquired all of the property necessary for a sixty foot right of way which would now be a southerly extension of the now dedicated portion of Garfield Street in Mt. Angel.

I must further advise you that declaratory suit has been instituted against Rose Wachter for her portion of the property under the theory that it has been used as a road right of way for a period of ten years and has thus been dedicated to the public by prescription.

If you have any questions, please call me. Thank you very much.

Sincerely,

James D. Fournier
City Attorney

JDF:ks

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COUNTY & CITY SECTION
JUL 21 1971
ENGR. COOR. UE
UPE CE RE RPE

S.C.A. Investigation Data

City of Mt. Angel Date 6/17/71 Div. II
Population: 1966 1857 1971 1973
Street Garfield from Church St. to State Hwy

No. previous projects 1
Last project 1955 (year)
Total SCA funds $ 15,000
Funds/capita $ 7.60
Average/capita $ 33.31

EXISTING

Surface now in place: A.C. ____ Oil ____ Gravel ____ Concrete ____
Surface width: ____ feet, Shoulder-shoulder width: ____ feet
C-C width: 42' feet, R/W width: 30' and 60' feet
Remarks: 260 of pavement at N. End with 375' of Street Surfaced only. The pavement has a few broken places. The east curb is higher than the west one and should be removed with 3' of Conc walk to make room for wider Street. I talked to the Mayor and Recorder about the need to get the R/W Clear. The Mayor said County would deed R/W from for delinquent parcel on west side after July 1, 1971.

PROPOSED

Surfacing: A.C. ✓ Oil ____ Other ____
Pave. width: ____ feet, Shoulder width ____ feet, C-C width: 44 feet
BASE DESIGN: A.C. 3 inches, Leveling 2 inches, Base 14 inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.12 mile, 635 feet. Type curb: "A"
Remarks: The Mayor thought the wider street construction was "ok". I talked to him about 3' wide walk removal. He thought Space between new Curb & old walk could be finished off with paving or Conc. - a fair project

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 1000
~~Clearing & grubbing~~ Remove 2 Inlets	all	all	L.S.	200
General excavation	c.y.	1488	2.25	3348
Finishing roadbed & slopes ($1,500)	mile			
Trench excavation	c.y.	131	4	124
Watering	M-gal.	54	5	270
Level material (3/4-0)	c.y.	234	5.00	1170
Base material	c.y.	1731	4.75	8222
Asphalt "B" Type	ton	522	10.00	5220
Binder	all	all	L.S.	528
Concrete inlets Cl	each	4	180.00	720
~~Culvert~~ pipe 12-inch Conc	lin. ft.	60	5.50	330
Concrete curbs Type "A"	c.y.	69	75.00	5175
Remove Conc. Walk & Pvg Slab	Sq Yd	117	1.00	117
Remove Conc. Curb	Lin Ft	300	0.50	150
Conc. Aprons	Sq Yd	53	7.00	371
30" Conc Sew Pipe	Lin. Ft	70	20.00	1400

*Items include 10% allowance
Adj Manholes 1 only

	Total	$ 28,495
Perm. signing ($100/intersection)		200
Flagging		300
	Total	$ 28995
Engineering & contingencies (20%)		5799
	Total	$ 34,794
City's estimated share of survey		560
	TOTAL ESTIMATED COST	$ 35,354

Say 36,000

2000 × 9794/34794 = 560

Mt Angel 6/17/71
Garfield St

7" Curb
3" A.C.
2" Lev. Cs.
14" Agg Base

length 635'

Gen'l. Exc $\frac{1.25 \times 46 \times 635 \times 1.1}{27} = 1488$ C.Y.

19"
11
30

Remove Conc walk 3 x 210 = 630 □'

" " " 5/30 28' x 15' = 420 □'

1050 □' = 117 59 Yds

Remove 300' Conc curb.

36" Trench Exc $\frac{70 \times 1.0 \times 45 \times 1.1}{27} = 13$ C.Y.

12" " " $\frac{60 \times 2.5 \times 3.0 \times 1.1}{27} = 18$ C.Y. 31 CY Tr Exc.

4 G-1 Conc Inlets

Base $\frac{1.17 \times 44 \times 635 \times 1.43}{27} = 1731$ C.Y.

Lev. Cs $\frac{0.17 \times 41 \times 635 \times 1.43}{27} = 234$ C.Y.

Watering $1965 \times 0.0275 = 54$ M-Gal's

3" Paving "B" Mix $6.35 \times 82.3 = 522$ Tons

Conc Curbs "A" Type $1270' \times 0.054 = 69$ C.Y.

Conc Aprons $\frac{\left[(24+30)+(12+6)+(24+30)+(30+36)\right]\frac{5}{9}}{2} = 53.59$ Yds

Mt Angel 6/17/22

0.0 Church Garfield St

0.5 End Pave 264'

0.12 end of Job Edge S.Hwy. Pav't 634'

Crushing plant MP 485± Mt Angel - Silverton Hwy 214

0.04 Mi 3 - wise removal Conc Kerb

Jerry Jones Add'l
Planned rel Pipe's D.H.A. 11-25-71

Inst 78' 30" Conc
End 30" Conc 78'-30"
Install

6'-12"

6'-12"

Pvt-rel 72" Conc &

6435'

Edge of Shade Hwy 214

162' old wall removed

72' old walls off grade

8'-12"

40'-12"

Gravel St

Remove existing Curbs.

Gonzales

Rt Side Sunk ok t.
end of Part 260'
from Chur

Buried

2.8' W 15'

Alley

210' x 3' walk to be removed

6' walk Conc

Alley

End Part 1426 &
End of Curb

Pav'd St. 42'

Gravel Edge

7.5'

Rt

3.5'

0+00

Church

Copy to Region

SCA

PROJECT DATA, CITY OF MT. ANGEL Date June 1, 1971

To be financed by Special City Allotment Fund and necessary city funds.

Street name GARFIELD STREET (SEE ATTACHED MAP)
(Locate project on attached map.)

Project length 450' ±

DESIRED STREET SECTION:

Standard roadway; width of travel way:_____ feet, width of shoulders:____ feet

Curbed section; width curb to curb: 40' feet

Remarks Some curbs are in on the northerly portion of the street which can be salvaged 40' face to face

Surface now in place: Oil X Paving X Gravel X Surface varies

Present surface width: varies feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes X No ___

State to furnish right-of-way descriptions? Yes ___ No X

Give width of intersecting streets: None

Are intersecting streets curbed? Yes ___ No X

Remarks Existing dedicated right of way 60', Additional will be required to provide dedicated right of way for full length.

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ___ No X

Width between present curbs: _____ feet

City to construct curbs? Yes ___ No X

To be constructed as part of project? Yes X No ___

Length of desired radius on curb returns: 100' ± feet

Does city desire special type of curbs? Yes ___ No X

Explain: Standard 6" X 9" X 16" Concrete Curbs

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JUN 7 - 1971
ENGR. ✓ GEOR. ☐ GE ☐ AE ✓ UE
UPE ✓ CE ☐ RE ☐ RPE ☐

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes X No X Sidewalks exist on northerly portion of project.

Present sidewalks, Length: 620' feet; Width: 5' feet

Distance between present sidewalks: 48' ± feet

Are sidewalks to be constructed as part of project? Yes___ No X

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes___ No X

Are sidewalks to be constructed on both sides of street? Yes___ No X

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: _____feet

Remarks Leave existing sidewalks as they exist.

STORM SEWERS -

Now in place? Yes X No X

If yes, are they adequate for increased flow? Yes___ No___ See master drainage layout.

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes___ No X

To be constructed as part of project? Yes X No___

/Show location of outfall on city map./ See master drainage plan.

SANITARY SEWERS -

Now in place? Yes___ No___ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 6' to 7' feet

Remarks Sewer Constructed about 1967

WATER MAINS: (City to adjust if required.)

Now in place? Yes _X_ No ___

If yes, how deep from present surface? 2'-6"-3' feet

Remarks Future line will be behind curb

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No ___

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? _____

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No ___ (If yes, please include copy of ordinance.)

Remarks All driveways existing to be reconstructed in kind at cities expense.

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes _X_ No ___

Electric poles? Yes _X_ No ___

Which company? Portland General Electric & Northwest Natural Gas
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes _X_ No ___

Which company? Mount Angel Telephone Co.

Railroad tracks? Yes ___ No X___

Which company? _____

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks _____

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes X No ___

Driveways? Yes X No ___

Remarks _____

GENERAL INFORMATION:

Are city finances available? Yes X No ___

When available? Date After July 1, 1971

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: Site is available within 10 blocks of street work.

General remarks: _____

By Joseph J. Berchtold
Mayor

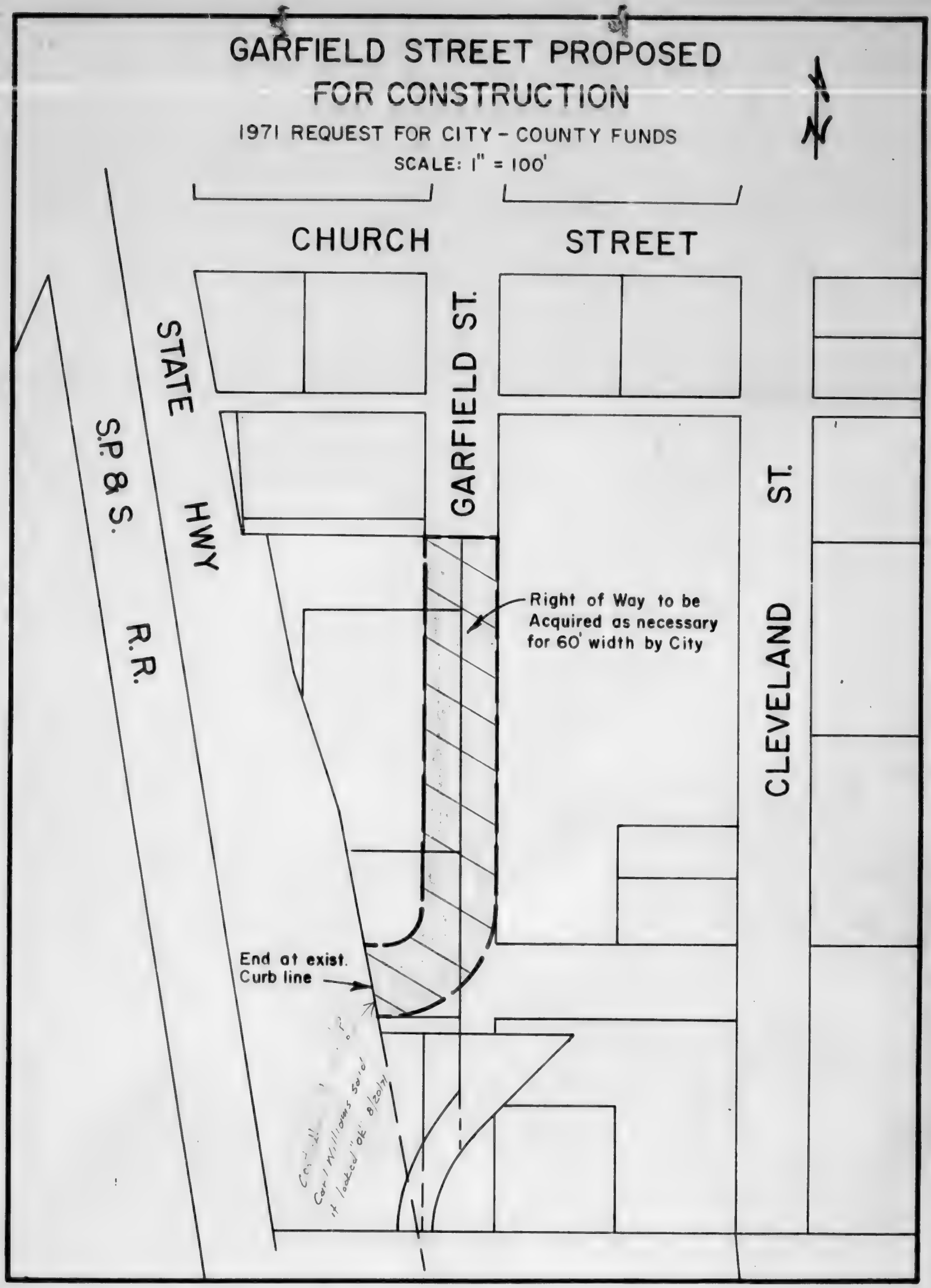
By Mildred M. Schilling
City Recorder or City Manager

By W. S. Bowling
City Engineer

GARFIELD STREET PROPOSED FOR CONSTRUCTION

1971 REQUEST FOR CITY - COUNTY FUNDS

SCALE: 1" = 100'


CHURCH STREET
STATE HWY
S.P. & S. R.R.
GARFIELD ST.
CLEVELAND ST.
Right of Way to be Acquired as necessary for 60' width by City
End at exist. Curb line
Carl Williams Sold it looked "ok" 8/20/71

Mr. Martin G. Boatwright
Boatwright Engineering, Inc.
3613 12th Street SE
Salem, Oregon 97302

May 10, 1971

Dear Sir:

This is to acknowledge receipt of a resolution adopted by the City of Mt. Angel requesting aid from the annual $250,000 Special City Allotment fund.

Enclosed are two sets of project data sheets which are to be filled out for the requested street improvement. Please make appropriate entries on both sets, retain one set for your records, and forward one set to this office. Expeditious handling of this matter will be appreciated.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1972 program.

Very truly yours,

R. L. Porter
State Highway Engineer

By: H. S. Cox
County and City Engineer

OHN:ljt
Encl: SCA Project Data Form

cc: Hon. Joseph J. Barchtold,
Mayor of Mt. Angel

Needs R/W

NOTED
DON HARWELL

5cA

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

Area Code 503
Telephone 845-6139

P. O. Box 105

MT. ANGEL, OREGON 97362

May 7, 1971

RECEIVED
COUNTY & CITY SECTION
MAY 10 1971
ENGR. COOR. OE AE UE
UPE CE RE RPE

Mr. H. S. Cox, Engineer
County and City Section
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Cox:

Enclosed you will find a copy of Resolution # properly signed, which was adopted by the City Council at a regular meeting May 3, 1971.

As Mr. Martin Boatwright of Boatwright Engineeing, Inc., Salem, Oregon, will be representing the city in all negotiations resulting from this request, you may address all future correspondence to Mr. Boatwright.

Thank you for your assistance and consideration.

Sincerely,

Joseph J. Berchtold
Mayor, City of Mt. Angel

JJB/ms
cc: Martin G. Boatwright
Boatwright Engineering, Inc.
Salem, Oregon

CLEVELAND ST

CHURCH ST

GARFIELD ST

MAIN ST

HIGHWAY

RR

RECEIVED
COUNTY & CITY
MAY 1 0 1972
ENGR. COOR.
UPE. CE. RE. RPE.

See Map 10 BA 6 1W

CHARLES ST.

N 89°45'E

BUTALAS

MT ANGEL COOP CREAMERY
229.52
326-320.1

MT ANGEL COOP CREAMERY
326-321

A.T. & A.M. WILDE
330-519

E.M. SCHMIDT
346-525

L.J. WACHTER
310-461
SOLD

L.J. HERT
276-

P.G.E. CO.
200-172

BELLEW
693-644

STATE HWY. COMMISSION

3942

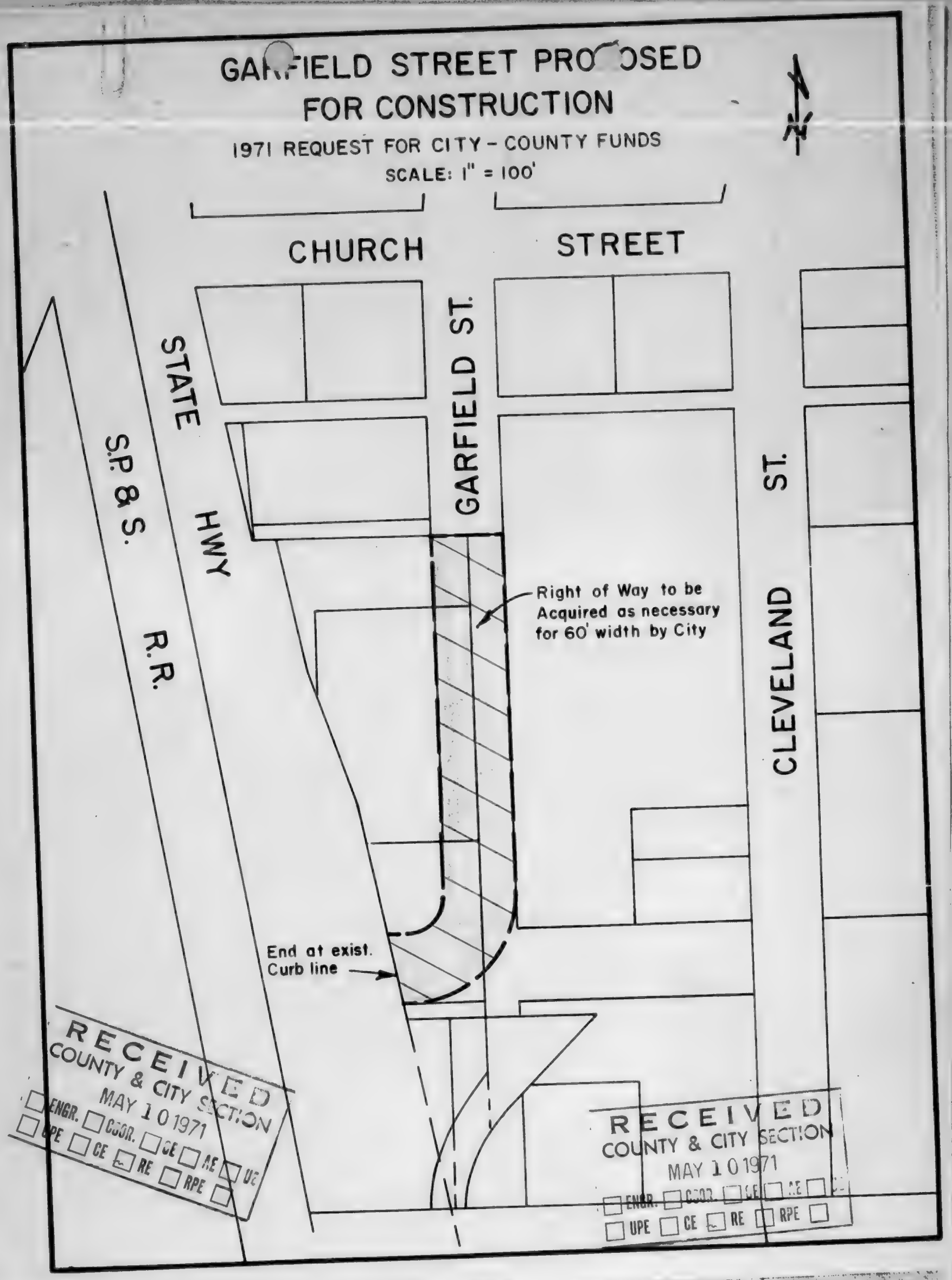
3936

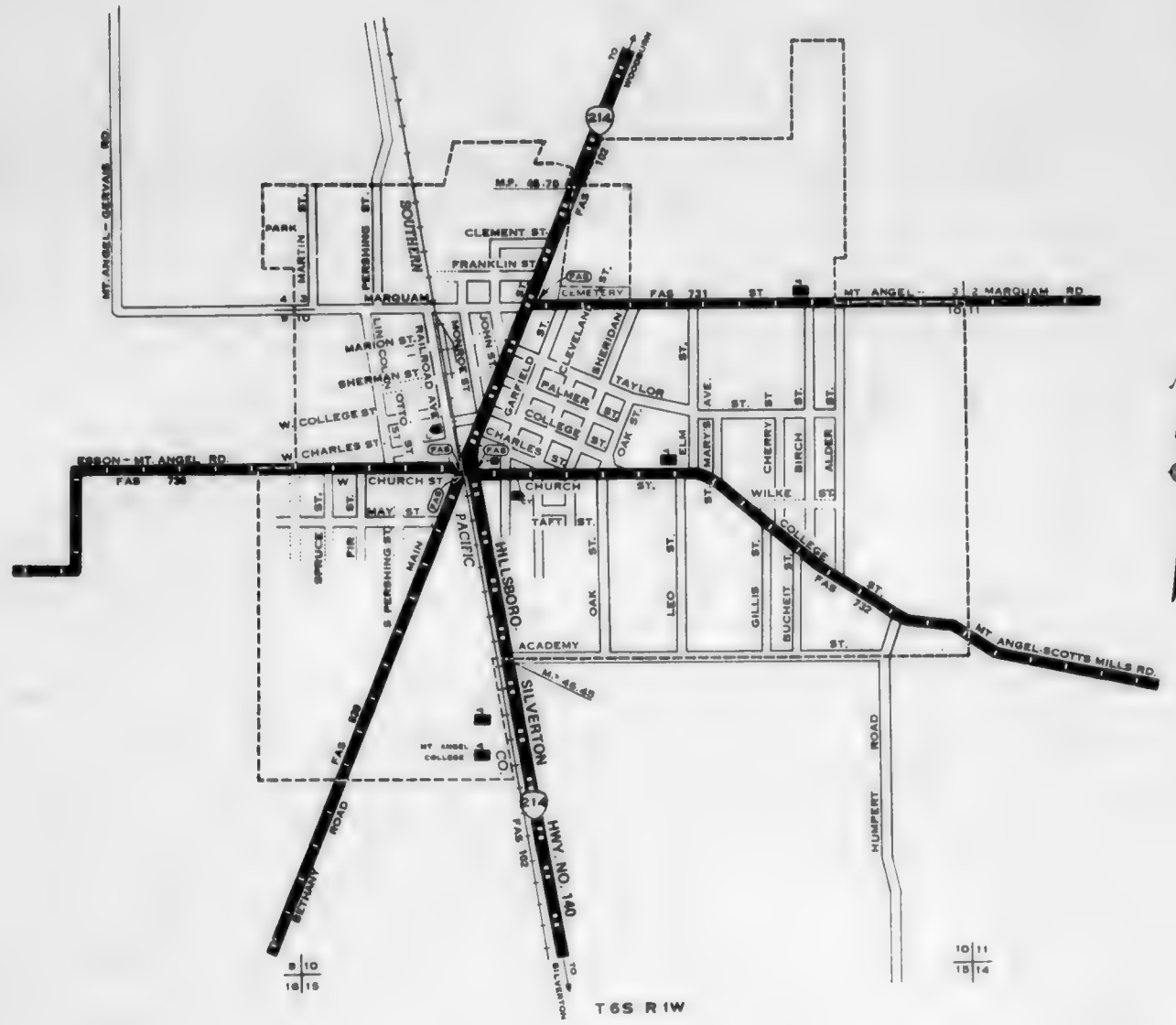
Map 10 BC 6 1W

GARFIELD STREET PROPOSED FOR CONSTRUCTION

1971 REQUEST FOR CITY - COUNTY FUNDS

SCALE: 1" = 100'





LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

MT. ANGEL

MARION COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,950

Revised July 1970

RECEIVED
COUNTY & CITY SECTION
MAY 10 1971
ENGR. CO.R. UE
UPE CE RE RPE

RECEIVED
COUNTY & CITY SECTION
MAY 10 1971
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RESOLUTION NO. 188

APPROVING THE APPLICATION FOR AID UNDER THE LEGISLATIVE ACT CREATING THE ANNUAL $250,000 SPECIAL CITY ALLOTMENT FUND, FOR THE IMPROVEMENT OF GARFIELD STREET, FROM THE INTERSECTION OF HIGHWAY 214

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Mt. Angel, Oregon is an incorporated city of the State of Oregon and has a population of 1,973 as given by the latest official census; and

WHEREAS, the following streets of said city, Garfield from the intersection of highway 214

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic, and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve;

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffice.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Mt. Angel, Oregon does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Martin G. Boartwright as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 3rd day of May, 19 71.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - -

APPROVED Joseph J. Berchtold
JOSEPH J. BERCHTOLD, MAYOR

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Mt. Angel at a regular meeting of said Council, held on the 3rd day of May, 19 71, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 7th day of May, 19 71

Mildred M. Schilling
CITY RECORDER

7775 Stayton (Locust St.) Sec. in Stay- 1972
ton. (Grading and paving)

1vA 4445 3-28-72

OREGON STATE HIGHWAY DEPARTMENT

Date March 22, 1973

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1972

Contract # 7775 Prefix 324-1724 Survey Prefix 324-1445

Street Locust Street

City Stayton

* Payments to Contractor (see attached voucher)	$ 16,180.38
Engineering and Contingencies	2,831.92
Survey: Total $ 3,902.93 Prorated Share	--
TOTAL	19,012.30
Agreed State Share	19,012.30
Agreed City Share	--
City Advance Deposit	--

Reference: Outside Billing None

*Includes interest in the amount of $2.43

RU

CLAIM NUMBER
15867

OREGON STATE HIGHWAY DEPARTMENT
REVOLVING FUND CLAIM

PAYEE		DATE	AMOUNT
STATE HIGHWAY ENGINEER		10/20/72	$ 811.33
			$
North Santiam Sand & Gravel Inc.	7775	Est. 3 Final	808 90
		Interest	2 43

sk

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DEPARTMENT BY AUTHORITY OF ORS 366 435

TOTAL OF CLAIM $

PREPARED BY

CHECKED BY

THE ITEMS SET FORTH IN THIS CLAIM HAVE BEEN INCURRED ON BEHALF OF THE STATE OF OREGON, OREGON STATE HIGHWAY DEPARTMENT.

BY RH CLAIMS AUDITOR

I hereby certify that I am the duly appointed Assistant State Highway Controller; that the foregoing account is correct and just in all respects; that the amounts therein specified were expended pursuant to and in accordance with provisions of ORS 366.165 as appears by the attached and duly receipted bills and vouchers; that the charge therefor is in accordance with law and that no part has been heretofore repaid.

D B Douglas
ASSISTANT STATE HIGHWAY CONTROLLER

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM A A-20 (REV. 6-63)

COUNTY	CONTRACT NO.	ESTIMATE NO
MARION	7775	3 Fi

HIGHWAY	FEDERAL AID PROJECT NO.
CITY STREET	

SECTION
STAYTON (LOCUST ST)

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE
001	9N GENERAL EXCAVATION	LUMP SUM	4000,0000	100,00
002	9N 1IN-0 AGGREGATE BASE 12 1/2 IN THICK	SQ YDS	1,5400	3,440,16
003	9N CLASS C ASPHALT CONCRETE 3 1/2 IN THICK	SQ YDS	2,0000	3,440,16

10 09 72 PG. 01 7775	TOTAL CONTRACT ITEMS
R NO. 12389	- % RETAINED ON CONTRACT ITEMS
CP/sk AFV	FORCE ACCOUNT
. Rodriguez	TOTAL PAYMENTS

	CONTRACT NO	ESTIMATE NO	PREFIX NO'S
	7775	3 Final	
	FEDERAL AID PROJECT NO.		

CUST ST)

	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	LUMP SUM	4000,0000	100,000	4000,00	4000,00	
	SQ YDS	1,5400	3,440,100	5297,75	5297,75	
CK	SQ YDS	2,0000	3,440,100	6880,20	6880,20	

RECEIVED
OCT 12 1972

FOR FILING

7775

October 11, 1972

Federal Insurance Company
Bonding Department
1400 Plaza 600
6th & Stewart Street
Seattle, Washington 98101

Gentlemen:

On October 6, 1972, we wrote to you concerning release of final payment on Contract No. 7775 awarded to North Santiam Sand & Gravel, Inc., for work on Locust Street in Stayton in Marion County.

Final payment on this contract is $808.90 and the total contract amount is $16,177.95. No work was performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc North Santiam Sand & Gravel, Inc.
South First
Stayton, Oregon 97383

bc C. T. Keasey
Walt Hart
V. E. Shoog
Attn: W. L. Mosmer
J. B. Boyd

OREGON STATE HIGHWAY DIVISION 10/09/72 **PROGRESS ESTIMATE**

SECTION STAYTON (LOCUST ST) COUNTY [illegible]ION AWARDED 07 0[illegible]

HIGHWAY CITY STREET SPECIFIED COMPLETION A) 45 CWD EXTENSION

B)

C)

TYPE WORK GRADING AND PAVING CONTRACTOR NORTH SANTIAM SAND & GRAVEL INC. STAYTON 97[illegible]

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED QUANTITY	ESTIMATE AMOUNT	PE QU
001	GENERAL EXCAVATION LUMP SUM	4000000	100000	400000	100000	400000	
002	1IN-0 AGGREGATE BASE 12 1/2 IN THICK SQ YDS	15400	3700000	569800	344010	529775	
003	CLASS C ASPHALT CONCRETE 3 1/2 IN THICK SQ YDS	20000	3700000	740000	344010	688020	
004	8 INCH SEWER PIPE LIN FT	34400	42000	27764			
005	CONCRETE INLETS TYPE CB-1 ONLY	2382700	1000	23825			
006	6 INCH DRAIN PIPE LIN FT	31500	330000	103950			
007	SPECIAL FILTER MATERIAL IN DRAINS CU YDS	42000	10000	16800			
	TOTALS FOR ORIG. CONTRACT				1876939		1617795
	TOTALS ALL EXCEPT F.A.						1617795
	FORCE ACCOUNTS						
801	FLAGGING 94001						

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01 FORM E-498 (REV. 5-68)

AWARDED 07 09 72 F.A.P. CONTRACT NO. 7775 WORK DONE TO:

5 CWD

EXTENSION APPROVED A) 92 CWD PREFIX 324 1724

ESTIMATED DATE OF COMPLETION:

ANTIAM SAND & GRAVEL
TAYTON 97383

USED B) ESTIMATE NO. 003

C) FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 09/01/72		TO COMPLETE 09/01/72		GROUP POR N	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	400000	100000	400000			9N		
3440100	529775	3440100	529775			9N		
3440100	668020	3440100	668020			9N		
						9N		
						9N		
						9N		
						9N		
1617795		1617795						
1617795		1617795						
						9N		

OREGON STATE HIGHWAY DIVISION

10/09/72 | PROGRESS ESTIMAT

SECTION STAYTON (LOCUST ST)

COUNTY [redacted]ION

AWARDED 07

HIGHWAY [redacted]

SPECIFIED COMPLETION A) 45 CWD
B)
C)

EXTENSION

TYPE WORK GRADING AND PAVING

CONTRACTOR NORTH SANTIAM SAND & GRAVEL INC STAYTON 9738[illegible]

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
	SUB-TOTAL F. A.					
	* TOTAL PAY COSTS			1876939		1617799
	ADD. ANTICIP. ITEMS					
94001	FLAGGING EW 1			15000		
98999	CONTINGENCIES			85137		
99999	ENGINEERING			189294		187209
	GRAND TOTALS			2166470		1805008

RESIDENT ENGINEER ---------- DATE ---------- DIVISION ENGINEER ---

RECEIVED
OCT 13 1972
COUNTY & CITY SECTION
BILLING-AUDIT

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02 FORM E-498 (REV. 5-68)

AWARDED 07 09 72 F.A.P. CONTRACT NO. 7775 WORK DONE TO:

5 CWD

EXTENSION APPROVED PREFIX 324 1724

A) 42 CWD

NTIAH SAND & GRAVEL USED B) ESTIMATE NO. 005 ESTIMATED DATE OF COMPLETION:

AYTON 97367 C) FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 09/01/72		TO COMPLETE 09/01/72		GROUP P OR N	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	1617795		1617795					
						9N		
	187205		18854		168352			
	1805000		1636649		168352			

DIVISION ENGINEER ---------- DATE ----------

RECEIVED
OCT 6 - 1972

OREGON STATE HIGHWAY DIVISION

7775

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 5, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7775, **Work Completed** September 1, 1972

Project Stayton (Locust St.)

Highway City Street, **County** Marion

Type of Work Grading and Paving

Contractor North Santiam Sand & Gravel, Inc.

Recommended Acceptance Date October 4, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 31, 1972 for your formal concurrence.

VG:pr

cc: C. W. Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

RECEIVED
SEP 26 1972
FOR FILING

324-1724-900

City of Stayton

CITY HALL
Phone 769-2075
362 N. Third Avenue
STAYTON, OREGON 97383

Mayor
MARCEL VAN DRIESCHE

Councilmen
S. C. BATES
CLIFFORD J. COLEMAN
MARVIN GOODMAN
ROBERT L. HAGEN
L. JAY MYERS

77-75

Recorder-Treasurer
JOHN J. SCHROEDER
Municipal Judge
EVELYN SCOTT FERRIS
Chief of Police
JAMES W. THOMAS
Public Works Superintendent
H. V. WHITAKER

September 12th, 1972

REGION 2 ENGINEER
RECEIVED
SEP 18 1972
RE RCE RME RTE ROE
ULE GEO TA FILE

Oregon State Highway Division
Highway Building, Box 30
Salem, Oregon 97310

Attn: Mr. Ken Wolf

Dear Mr. Wolf,

Reference the work done on Locust Street in the City of Stayton under the 1972 Special City Allotment. Following our review of the project I am pleased to accept the construction on behalf of the city.

Further, I would like to commend you and your co-workers for a job well done.

Sincerely,

Marcel Van Driesche
Mayor

MVD:jy

CC: County-City
Construction
Secretary

RECEIVED
SEP 13 1972
RESIDENT ENGR.
K. D. WOLFE
NOTED
C. W. HEAD

SC.7

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

Project Name Locust Street Contract No. 7775

Highway Stayton City Street Prefix No. 324-1724

County Marion F.A. No. State Project

Final inspection made on 9-12-72 By Gerald W. Wimer

in company with Ken Wolfe, Resident Engineer; Marcell DanDrieschee, Mayor; John J. Schroeder, City Recorder; and Robert Gorman, City Engineer

CHECK LIST

Date		Date	
9-1-72	Construction signs removed	9-1-72	Opened to traffic
street closed	Salem Office notified to rescind construction speed zone	with semi-final	Regional Materials Certification submitted
9-1-72	Contractor removed equipment from project		
9-1-72	Roadside cleanup completed		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Good looking project.

City will submit a letter of acceptance

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COUNTY & CITY SECTION
SEP 15 1972
ENGR. COOR. OE AE UE
RPE CE RE RPE

All contract work on this project has been completed and recommendation is made for acceptance on 9-1-72. The semi-final estimate will be submitted about 9-25-72.

cc: Const. Engineer - C. T. Keasey
Co.-City Eng. - H. S. Cox ✓
Reg. Engineer - J. B. Boyd
Res. Engineer - Ken Wolfe
Dist. Engineer - Floyd Lacey

Copies sent to all named _____

Original signed by, Gerald Wimer — Reg. Const. Engr.
(Signed) (Title)

7775

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Stayton (Locust St.)		WEEK ENDING: Sept. 9, 1972
		SECTION PREFIX: 324-1723
HIGHWAY: City Street		COUNTY: Marion
NAME OF JOB: Stayton (Locust St.)	KIND OF WORK: Grading & Paving	
CONTRACTOR: N. Santiam Sand & Gravel, Inc.	CONTRACT NUMBER: 7775	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 6, 1972	DATE WORK STARTED: Aug. 3, 1972	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: 45	WORK DAYS USED: 42
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 21,662.70		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 19,770.76	ENGINEERING AUTHORIZATION: $ 1,891.94	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 16,177.95 ~~16,177.95~~	ENGINEERING COST TO DATE: $ 1,875.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 17 %	PERCENT OF AUTHORIZATION . . . . . 99 %	DATE PROJECT WAS COMPLETED: Sept. 1, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.14	0.14			0.14
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.14	0.14			0.14
TOTAL ESTIMATED QUANTITIES (CONTRACT)	Lump Sum	3700 Sq.Yd.			3700 Sq.Yd.
TOTAL QUANTITIES CORRECTED TO DATE		3440 " "			3440 " "
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		3440 " "			3440 " "
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Lt. Showers			
THURSDAY	Partly Cloudy			
FRIDAY	Showers			BEN GIFFORD
SATURDAY	Showers			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project was completed in its entirety Sept. 1,1972.

This is the FINAL REPORT !

Final inspection of project made 9/12/72 by Mr. Wimer in company with Mr. Driesche,-Mayor, John Schroeder-City Recorder,Robert Gorman-City engineer and K.D. Wolfe.
Letter of acceptance recieved from city of Stayton on 9/13/72.
Semi-Final estimate willl be submitted 9/18/72.

SIGNED K.D. Wolfe LOCATION Salem

K.D. Wolfe

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
AUG 29 1972
FOR FILING

7775

August 29, 1972

North Santiam Sand & Gravel, Inc.
South First
Stayton, Oregon 97383

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7775 for work on Locust Street in the City of Stayton in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Federal Insurance Company
Bonding Dept.
1400 Plaza 600
6th and Stewart Street
Seattle, Washington 98101

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
Ken Wolfe

RECEIVED
JUL 11 1972
FOR FILING

7775

July 6, 1972

North Santiam Sand and Gravel, Inc.
Box A
Stayton, Oregon 97383

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 7775 in the amount of $18,769.39 on the Stayton (Locust Street) Section in the City of Stayton in Marion County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

kl

bc C. T. Keasey
Walt Hart
J. B. Boyd
Ken Wolfe

RECEIVED
JUN 30 2
FOR FILING

bc: R. L. Schroeder
L. H. Young
C. T. Keasey
J. B. Boyd

OREGON STATE HIGHWAY DIVISION

0775

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 30, 1972

Mr. John J. Schroeder
City Recorder
City Hall
Stayton, Oregon 97383

Dear Mr. Schroeder:

On June 29, 1972, the State Highway Commission opened bids on the 1972 Special City Allotment project on Locust Street. The apparent low bid was submitted by North Santiam Sand and Gravel Company, Inc. of Stayton.

The anticipated cost is as follows:

Contractor's bid	$18,769.39
Anticipated additional items:	
Flagging (State share)	150.00
	$18,919.39
Engineering & Contingencies (14½%)	2,743.31
TOTAL	$21,662.70

It is anticipated that the contract will be awarded in a few days based on Highway Division approval.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Gary E. Zehnder
for

H. S. Cox
County and City Engineer

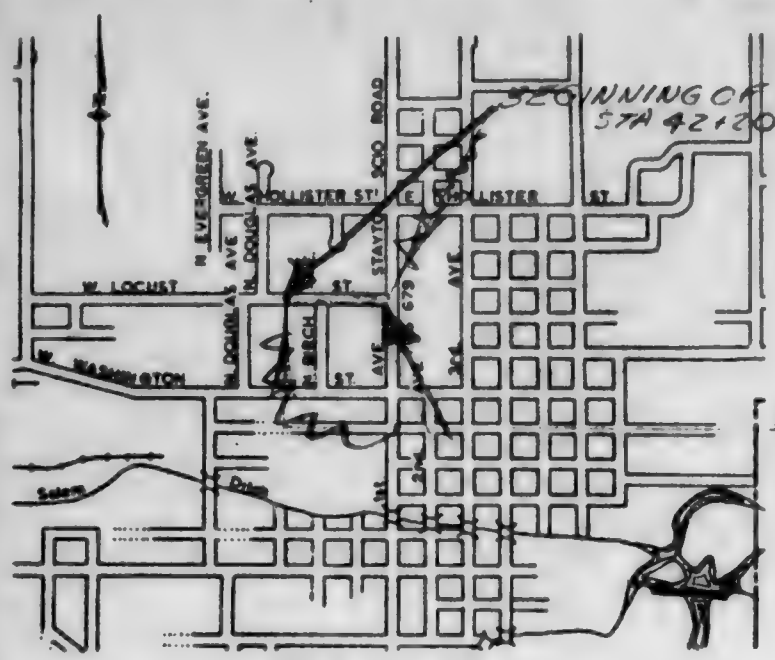
NOTED
R. L. SCHROEDER

GEZ:lat

RECEIVED
JUN 30 1972
OFFICE OF
STATE HIGHWAY ENGINEER

STAYTON

5-31-72



Sketch Map

Scale 0 800 1600 Feet

APPROVED
CITY OF Stayton

BY MAYOR M Valbiumb

BY RECORDER John J. Schroeder

DATE 5/31/72

N. DOUGLAS AVE.

PIPE DATA:
Sewer Pipe
Corrugated
Cast Iron

(1) Const. Manhole

(2) Const. Type
With Special
Inst. 8" Sew
Tr. Exc. 5 C.

Exist. Walk
8' Sec

BEGINNING OF PROJECT
STA 42+20

460
Notch Exist. Power
455
450
152.85
105

RECEIVED
COUNTY & CITY SECTION
JUN 2 - 1972
ENGR. GEOR. CE AE UE
UPE CE RE RPE

PRELIMINARY COPY
SUBJECT TO CHANGE

S.10, T.9S., R.1W., W.M.
STAYTON

PRELIMINARY COPY
MAY 22 1972
SUBJECT TO CHANGE
FINAL DESIGN UNIT

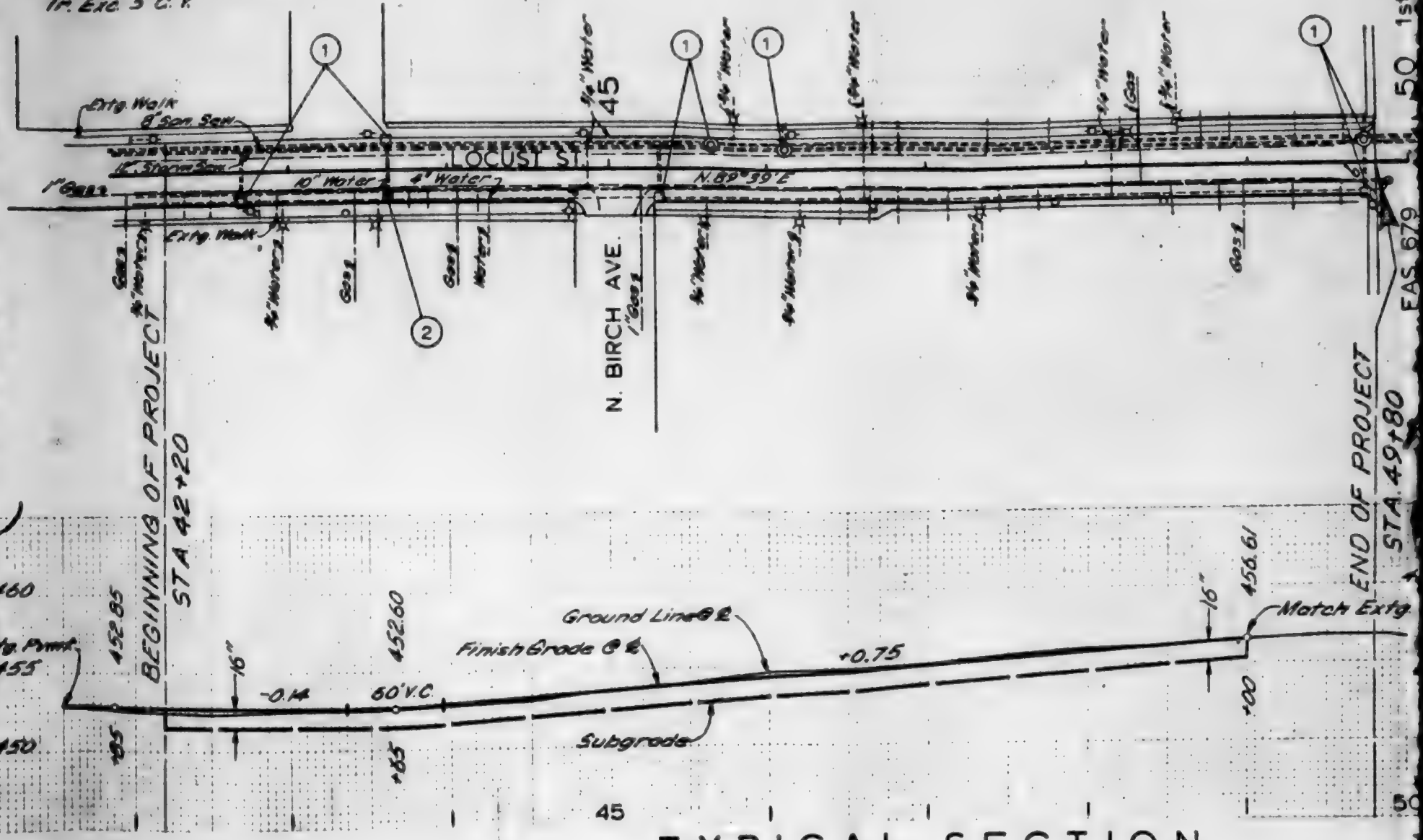
OREGON STATE HIGHWAY DIVISION
GRADING & PAVING
STAYTON (LOCUST ST.) SEC.
CITY STREET
MARION COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER
10	OREGON	STATE

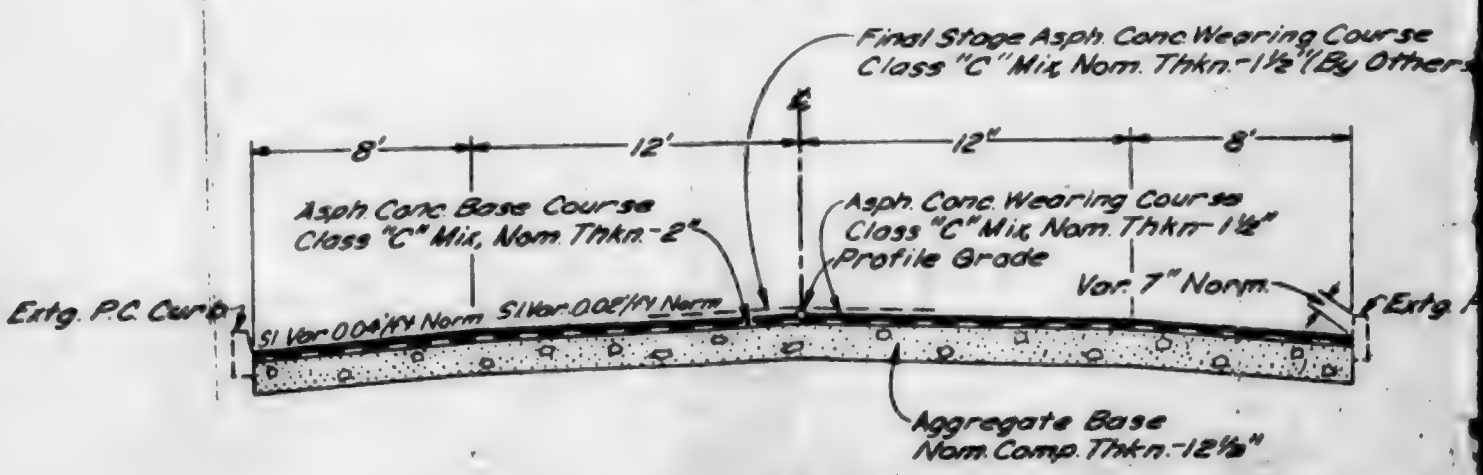
PIPE DATA:
Sewer Pipe To Be Furnished In Corrugated (Annuler Or Helical) Galv. Iron Or Steel (0.064") Uncoated.

(1) Const. Pmt. Around Exist. Manhole Or Inlet

(2) Const. Type "CG-1" Inlet With Special Grate
Inst. 8" Sewer Pipe - 38'
Tr. Exc. 5 C.Y.



TYPICAL SECTION



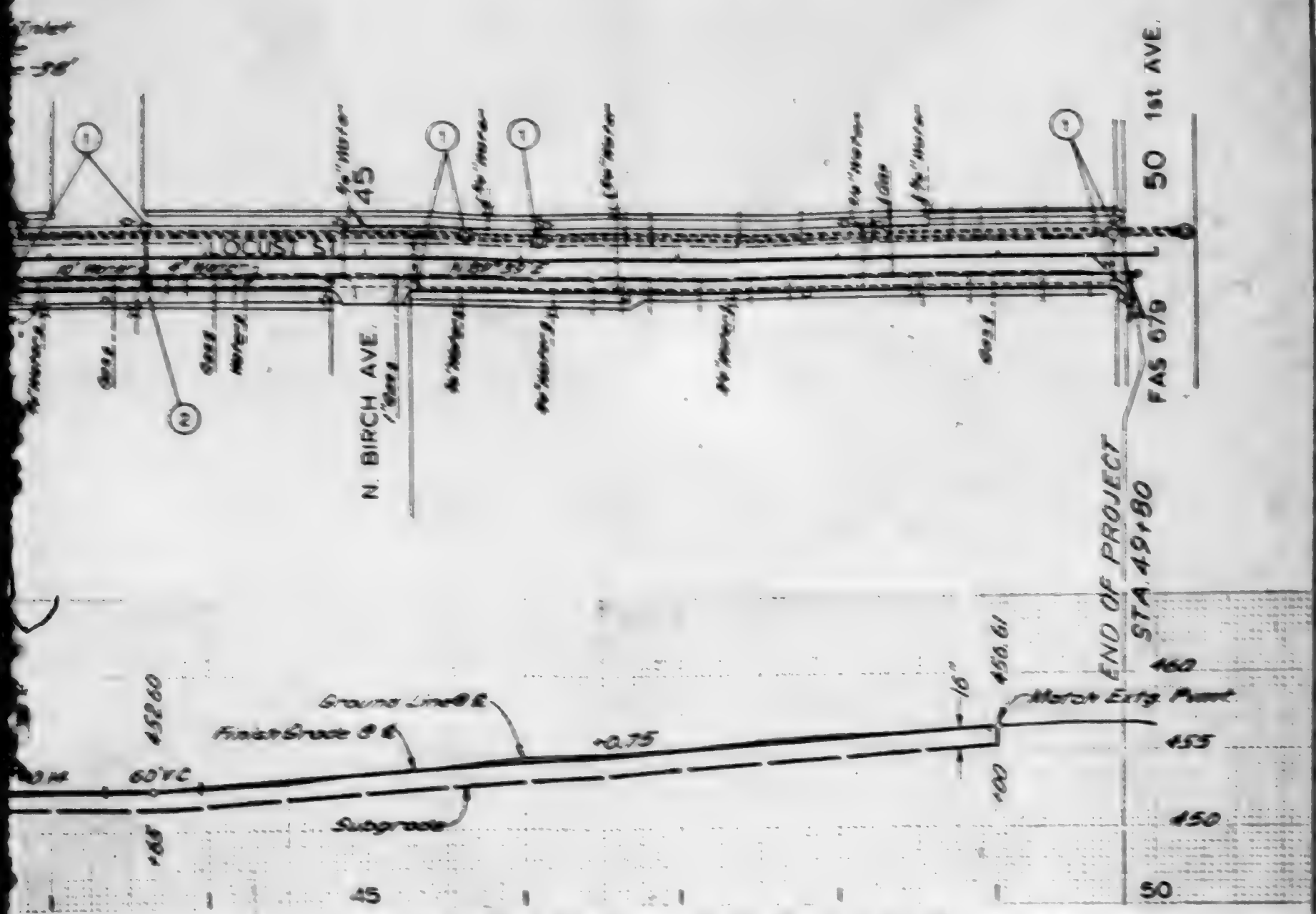
STA. 42+20 To STA. 49+80

S.10, T.9S., R1W., W.M.
STAYTON

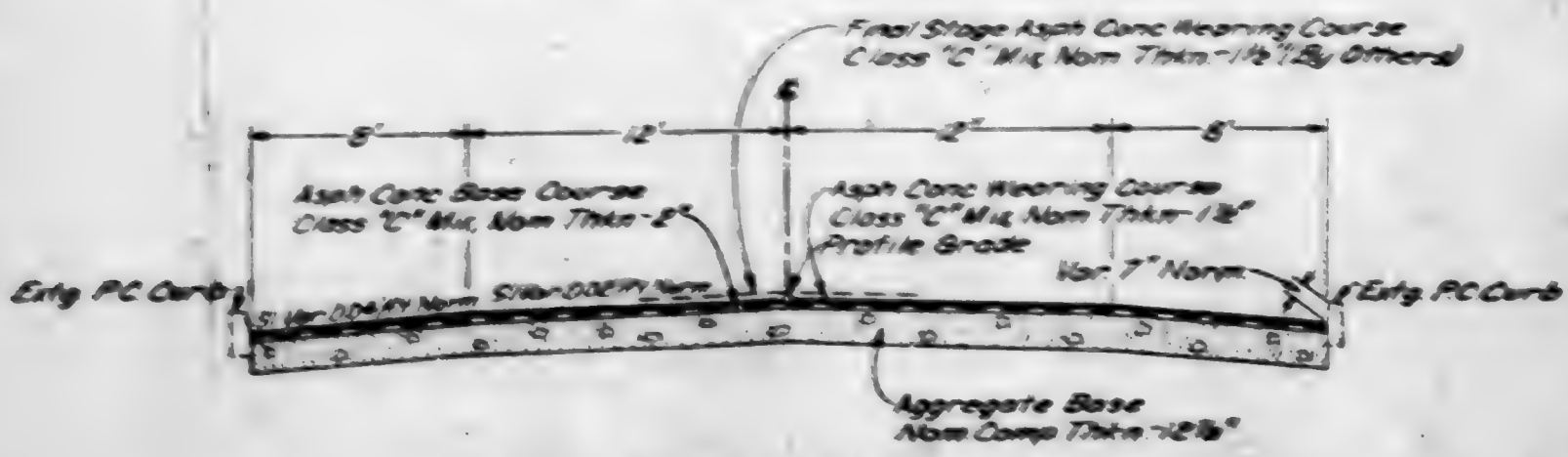
PRELIMINARY COPY
MAY 22 1972
SUBJECT TO CHANGE
FINAL DESIGN UNIT

OREGON STATE HIGHWAY DIVISION
STAYTON (LOCUST ST.) SECTION
CITY STREET
MARION COUNTY

NO. ROAD	STATE	PROJECT NUMBER	DATE	SHEET NO.
10	OREGON	STATE		1



TYPICAL SECTION



STA. 42+20 To STA. 49+80

SCA
324-1445

City of Stayton

CITY HALL
Phone 769-2075
362 N. Third Avenue
STAYTON, OREGON 97383

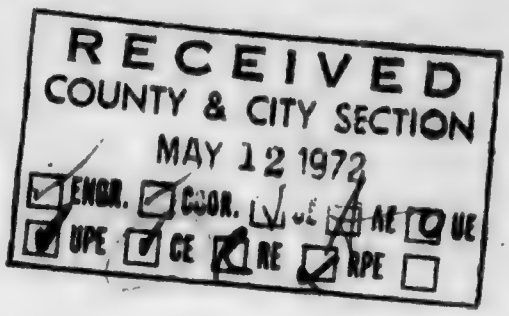
Mayor
MARCEL VAN DRIESCHE

Councilmen
S. C. BATES
CLIFFORD J. COLEMAN
MARVIN GOODMAN
ROBERT L. HAGEN
L. JAY MYERS

Recorder-Treasurer
JOHN J. SCHROEDER
Municipal Judge
EVELYN SCOTT FERRIS
Chief of Police
JAMES W. THOMAS
Public Works Superintendent
H. V. WHITAKER

May 5th, 1972

State of Oregon
Highway Department
3400 Spicer Road
Albany, Oregon 97321



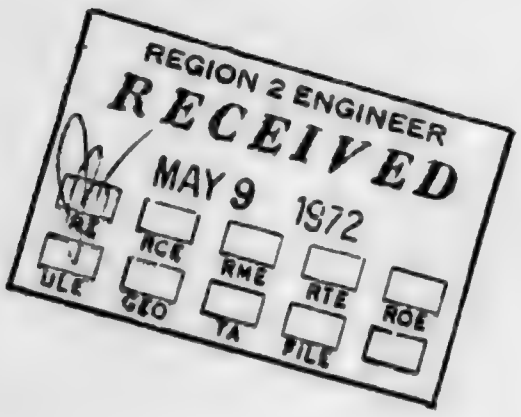
Attn: Keats Oliver

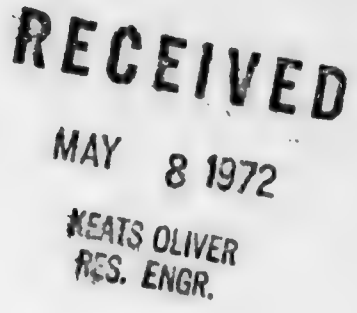
The mayor and council have asked me to notify you that they have no objections to the closure of Locust Street to thru traffic during the period of construction of the new roadway. They do request however that whatever access can be afforded to individuals living on Locust be given during non-work hours.

Yours truly,

John J. Schroeder

John J. Schroeder
City Recorder





cc Clarence Lutsinger
H A Cole

5-4-72

Narrative Report
Stayton (Locust Street)
Marion County

SCA project

This is a location survey to prepare plans, specifications, and estimate for reconstruction and widening Locust Street in Stayton between 1st Avenue and 150 feet east of N Douglas Ave. Existing curbs shall remain. Length is 760 feet (0.14 mile),

Excess excavation (approx. 1600 cy.) should become property of the contractor at point of excavation.

Manholes and inlets should not require adjustment.

Surfacing materials are available from commercial sources.

There should be no conflict with telephone or electric power facilities. There are gas lines in the area of construction that may require adjustment. Service lines for water and sanitary sewer lie within the work area but the city has no maps of these lines.

Keats Oliver
Res. Engr.

FORM 8-3 REV 10-68 SP*23401-734

324-1445

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Albany
May 4, 1972

To:

SUBJECT: Stayton (Locust Street)
Marion County

Mr. Gerald W. Wimer
Regional Construction Engineer
Salem

Water lines on subject project have been potholed and we find only two minor conflicts:

1. Station 46+63 on Lt. 3/4" service line above subgrade for about 3' from cubb.
2. Station 48+16 to 48+57 Lt., 3/4" line parallels curb about 1' out and is 2 to 3 tenths above subgrade.

I think that since these conflicts are so close to the curb and so little above subgrade that we could just reduce the surfacing in the imediate vicinity and leave them as is.

The city was asked about street closures during construction. They say that it may be closed to thru traffic but left so that the residents could get in and out except during working hours. A letter from the city to this effect will be forthcoming in a few days.

Keats Oliver
Residant Engineer

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Summary and Cost Estimate — Stayton (Locust St.) — 324-1445

item	unit	net	allow	gross	unit price	amount
tepp. protecting & direction of traffic	all				100.00	100.00
general excavation	all	(1614 cu yds @ $ 2.50)			4,035.00	4,035.00
trench excavation	cu yd	5	1	6	5.00	30.00
coarse aggregate base 10½" thick	sq yd	3378	322	3700 ($4.50/cy)	1.70	6,290.00
¾-0 aggregate base 2" thick	sq yd	3378	322	3700 ($5.00/cy)	0.37	1,369.00
class "B" A C 3½" thick	sq yd	3378	322	3700 ($9.85/ton)	1.95	7,215.00
8" storm sewer pipe	lin ft	38	4	42	4.00	168.00
concrete inlet GB-1	each	1	-	1	200.00	200.00
						19,407.00
flagging (states share)						100.00
						19,507.00
+ 20% engineering and contingencies						3,901.40
				TOTAL	$	23,408.40

SP•52586-7?1

RECEIVED
MAY 25 1972
FOR FILING
7775

March 28, 1972

City of Stayton
City Hall
Stayton, Oregon 97383

Attention: John J. Schroeder
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 4145

Gentlemen:

Attached for your records is a fully executed copy of a construction finance agreement covering improvement to Locust Street from First Avenue 760 feet west.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

City of Stayton

Mayor
MARCEL VAN DRIESCHE

Councilmen
S. C. BATES
CLIFFORD J. COLEMAN
MARVIN GOODMAN
ROBERT L. HAGEN
L. JAY MYERS

CITY HALL
Phone 769-2075
362 N. Third Avenue
STAYTON, OREGON 97383

Recorder-Treasurer
JOHN J. SCHROEDER
Municipal Judge
EVELYN SCOTT FERRIS
Chief of Police
JAMES W. THOMAS
Public Works Superintendent
H. V. WHITAKER

March 15th, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTN: Gary Zainer

Dear Mr. Zainer:

Enclosed are the three copies of the agreement forwarded to us previously.

The agreements have been modified as per our telephone conversation and signed by the Mayor with the approval of the City Council.

Shorten project to 760'±

Very truly yours,

John J. Schroeder

John J. Schroeder
Recorder - Treasurer

JJS:jy

cc: E. S. Hunter
R. L. Schroeder
G. W. Wimer

RECEIVED
COUNTY & CITY SECTION
MAR 16 1972
ENGR. COOR. CE RE UE
UPE CE RE PPE

Harmon estimate

2600' total cost 32,200. 12.50 @ ft.

(#1)

Clark Est.

1080' total cost 36,000.

1520' @ 12.50 - 19,000.

- 5,000.

18,500 Owner

36,700

25 00 Subdivision

11,700 City cost

(#2) Harmon est. 32.200

18 500 owner +

13900. City cost

(#3)

760 Hot Flues 33.50 @ ft. — 25050.
1800 City Cost 12.50 - ft. 23060
18000. total
18300. amount
29,700
25000. Hot Flues
4700 City cost

Locust St.

5/7/72

Estimate of cost of paving Locust St from First Avenue to Gardner Avenue.

Excavation: 2800 c.y @ $1.50/c.y	4200.00
Base rock & leveling course, 2100 c.y @ $3.20/c.y	6270.00
Asphalt concrete paving, 3": 2000 ton @ $9.00/ton	18000.00
Adjust manholes 16 @ $40.00 ea =	640.00
Soil sterilizer, 5350 l.f. @ $0.03/l.f. =	160.50
subtotal	29.270.50
10% for contingencies	2,927.05
Total:	$ 32,197.55

This estimate is based on unit prices obtained from N. Santiam Sand & Gravel Mar. 7, 1972.

R.P.L.

Pole Line Rd. between 1st & 4th

MEMO TO FILES
March 3, 1972

Re: SCA Project
Locust Street
City of Stayton

On Friday morning, March 3, 1972, Gerald Wimer, Keats Oliver, and the writer met with Mayor Marcel Van Driesche, City Recorder John J. Schroeder, City Engineer Robert P. Gorman, Councilman Clifford J. Coleman, and Councilman Robert L. Hagen, regarding base design on Locust Street.

Benkelman Beam tests were performed on West Locust Street, Wilco Road, West Regis Street, and East Hollister Street by the Soils and Geology Unit to determine if the base design could be relaxed on the Locust Street project as requested by the City. Mr. Wimer explained the deflection testing procedure and the results of the test on each street. It was pointed out that the results of these additional tests confirmed the original base design on Locust Street and that the City should proceed with this project on this basis. Overlayment of the existing surfacing was ruled out since a 5" AC overlay would be required and centerline elevation was too high to permit this. Mr. Wimer's estimate of cost for Locust Street from First Avenue to Douglas Avenue is $36,000 and a full length project on Locust Street from First Avenue to Gardner Avenue is $77,000.

Cliff Coleman asked if the Locust Street project could be performed under two separate contracts. One contract would be to State specifications and base design and would be financed by the $25,000 SCA funds; the other contract would be to City specifications and base design and would be financed by the City. It was indicated that additional approval was required before a definite answer could be given.

The City requires more time to discuss the project with their engineer and absent councilmen. It was suggested that the City make their decisions regarding this project and indicate their desires in a letter to this office in the near future. They agreed to respond in the next week or so.

Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt
cc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
J. B. Boyd
G. W. Wimer
Keats Oliver

3-8-72
John Schroeder called - Said City wants State to construct Locust St. from 1st Ave to apoint 760' west which would use the $25,000 SCA. This section constructed to State base design and Specs. City to prepare plans using their Stds. and base design on remainder of Locust to Gardner. Both contracts let at same time. GEZ.

ROUGH DRAFT

SUBJECT: Deflection Testing
West Locust Street
(N. 1st St.-N. Douglas Ave.)
City of Stayton
Marion County

MEMO TO FILES

February 28, 1972

On February 10, 1972, 30 Benkelman Beam deflection measurements were made on the section, and the following result was obtained:

Average Deflection	0.0578"
Evaluated (80%) O.W.T.	0.075"
Traffic Coefficient	6.7
Twenty Year E.W.L.	934,200

A 5.0" minimum Asphaltic Concrete Overlay is recommended for the existing surfacing, which is approximately 21 feet wide. A 5.0" Asphaltic Concrete Overlay will reduce the evaluated 80% deflection value 63% for a final evaluated deflection of 0.029 inches. This is the maximum tolerable deflection for the reported traffic on the subject section.

Joseph W. Fields

Joseph W. Fields
Field Soils Engineer

JWF:af

ROUGH DRAFT

SUBJECT: Deflection Testing
Wilco Road, West Regis, and
East Hollister Streets in the
City of Stayton
Marion County

MEMO TO FILE

February 28, 1972

On February 10, 1972, Benkelman Beam deflection measurements were taken on the subject sections with the following results:

Thirty deflection measurements were made on Wilco Road (Shaff Road-Washington Street), County Road #969.

Average Deflection	0.0278"
Evaluated (80%) O.W.T.	0.032"
Traffic Coefficient	7.2
Twenty Year E.W.L.	1,827,600
Tolerable Deflection	0.030"
Percent Reduction Required	6.0
Crushed Base Equivalent Required	0.5"
Asphaltic Concrete Overlay Required	None

Visual inspection at the time of the deflection measurement revealed the A.C. wearing surface to be in good condition.

Some signs of minor rutting were noted locally during the condition survey indicating that possibly a bituminous leveling course may be needed in the near future.

Fifteen deflection measurements were made on West Regis Street (N 1st Ave.-N. Douglas Ave.)

Average Deflection	0.0187"
Evaluated (80%) O.W.T.	0.021"
Traffic Coefficient	5.4
Twenty Year E.W.L.	162,000
Tolerable Deflection	0.040"
Percent Reduction Required	None
Crushed Base Equivalent Required	None
Asphaltic Concrete Overlay Required	None

The evaluated 80% deflection value is approximately one-half of the tolerable deflection for the present traffic. At this time additional Asphaltic Concrete is not needed to meet the strength requirement of the existing roadway.

Ten deflection measurements were made on East Hollister Street (N. 3rd Ave.-N. 5th Ave.), and represent the newly improved curbed section.

Average Deflection	0.0382"
Evaluated (80%) I. & O.W.T.	0.043"
Traffic Coefficient	4.9
Twenty Year E.W.L.	72,000
Tolerable Deflection	0.045"
Percent Reduction Required	None
Crushed Base Equivalent Required	None
Asphaltic Concrete Overlay Required	None

The deflection measurements indicate that the existing pavement is adequate for today's traffic.

Because of the relatively high evaluated 80% deflection measurement , 0.043 inches, additional truck traffic will result in increased maintenance.

Joseph W. Fields

Joseph W. Fields
Field Soils Engineer

JWF:af

1972 SCA

FORM 7-30 X 12-67

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COUNTY & CITY SECT.
URE LC CR

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 22, 1972

To: Mr. J. B. Boyd
Region Engineer
East Salem Highway Building

SUBJECT: West Locust Street
(N. 1st St.-N. Douglas St.)
City of Stayton
Marion County

Attention: G. W. Wimer

February 10, 1972, I visited the subject section with personnel from Region 2 for the purpose of making a condition survey of the existing street. This work consisted of taking deflection measurements on the present asphalt surfacing, and obtaining samples of the material from an additional eight holes located between the present asphalt surface and existing curbs.

No information was obtained that would justify a change in the present Base Design. The existing roadway materials cannot be economically saved due to the extremely high deflections of the existing pavement. The aggregate material beyond the paved area varies too much in quality and thickness to qualify as base material.

F. W. Yarbrough
Soils & Geology Engineer

By Joseph W. Fields
Joseph W. Fields
Field Soils Engineer

JWF:af

cc: Victor D. Wolfe
H. S. Cox

2-3-72

SCA

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COUNTY & CITY SECTION
FEB 10 1972
ENGR. COOR. UE AE UE
UPE CE RE RPE

Locust Street
Dayton Bike Project

Found:
1) Present pavement broken (20% of pavement removed)
2) Little room for overlay
3) Only one foot lip of pavement
It showed 57% parking increase

Proposed Fixes
*) [illegible]
*) [illegible]
**) [illegible]
*) [illegible] RL design

[illegible]
Talk [illegible] design Bikeway
[illegible] City Engr & Engrs
Show initial stage determination

Follow [illegible]
1) [illegible]

cc Col ✓
[illegible]
Dayton **

N Hamet, C Arey & K Olsen

RECEIVED
FEB 2 - 1972
FOR FILING
7775

MEMO TO FILE

January 27, 1972

Re: Footpaths and Bike Trails
SCA Project
Locust Street
City of Stayton

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicate an absence of any need for such paths and trails."

This street has existing sidewalks.

Gary E. Zehner
Cities Engineer
County and City Section

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
V. D. Wolfe
L. H. Young
W. H. Tebeau

NOTED
R. L. SCHROEDER

MEMO TO FILE

January 26, 1972

Re: Stayton 1972 SCA Project

On January 25, 1972, Don Harwell, Keats Oliver, and I met with Mayor Van Driesche, the City Recorder, and two councilmen regarding the Locust Street Special City Allotment project in Stayton. The City wishes to construct Locust Street, full length from First Street to Gardiner Avenue a distance of approximately 2,600 feet, using City base design and specifications. Their estimated cost is $33,000. A field inspection was made on two city streets which were built to City specifications; Regis Street in 1966, and Hollister Street in 1970. Neither street indicated any distress. The City also feels that existing surfacing should be salvaged and only areas of deficiency or soft spots should be excavated.

The Locust Street Special City Allotment project, as approved by the State Highway Commission, consists of reconstruction of a 40-foot paved street between existing curbs from First Street to Douglas Avenue, a distance of approximately 1,084 feet estimated at $40,000.

The City feels the base is over designed, based on their experience on similar streets of this type in the area, and further investigation should be made by the Soils Unit to relax the base design and specifications. (I might mention that this a concern to a number of those eligible for funding under this program.) They indicated a desire to perform the preliminary engineering, contract the work, and do the construction engineering, which would be similar to pending projects in Hermiston and Sherwood.

Copies of Regis Street and Hollister Street base designs are in this office, and we would be pleased to discuss with recipients of this memo.

Any further work should cease until this matter is reviewed.

Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

cc: F. B. Kiaboe
E. S. Hunter
R. L. Schroeder
J. B. Boyd
Keats Oliver

1-27-72
REFERRED TO
Schroeder
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
JAN 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Please check bond issue carefully

RECEIVED
JAN 4 -
FOR FILING
777

PREFIX NO. 324-1445

LOCATION PROSPECTUS
STAYTON (LOCUST STREET) SECTION
CITY STREET -- MARION COUNTY

1-4-72

HIGHWAY: Locust Street from North Douglas Avenue intersection to First Avenue intersection. Not on Federal-aid or State system.

TERMINI: The westerly terminus is at the intersection of Locust Street and North Douglas Avenue. The easterly terminus is at the intersection of Locust Street and First Avenue.

LENGTH: 0.21 mile.

PROGRAM: 1972 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for street reconstruction on existing alignment to provide a 40-foot curbed street section.

TYPICAL SECTION: Forty-foot curb-to-curb section.

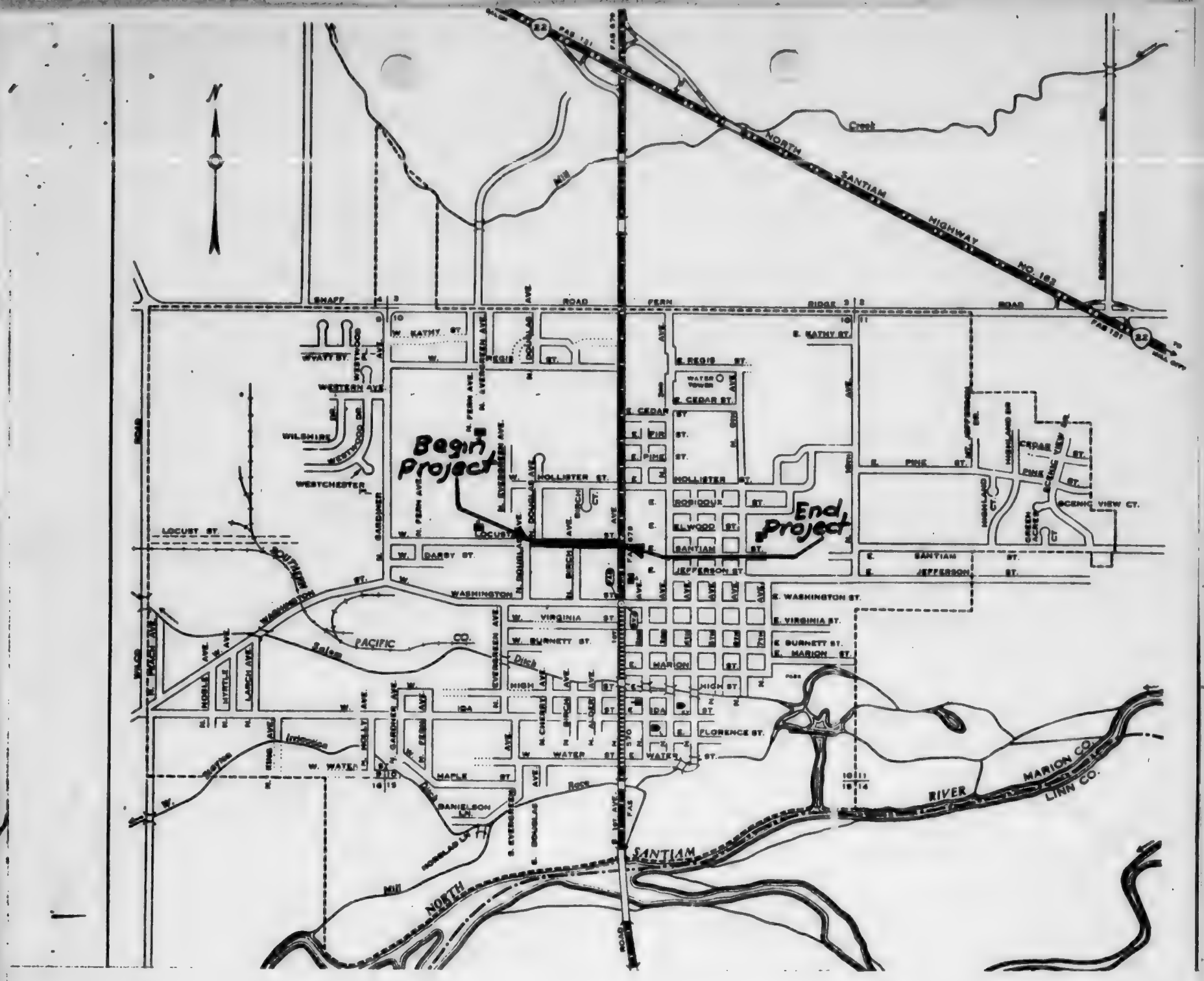
MATERIALS: Adequate quantities of material are available from commercial sources.

AGREEMENTS: Routine negotiations for Special City Allotment projects.

January 4, 1972
Attachment

cc: J. B. Boyd (4)
A. E. Johnson
L. E. George
D. H. Moehring (3)
L. H. Young
R. N. Chase
V. J. Johnson
R. W. Prentiss
C. G. Swenson
G. C. Wills
Tom Edwards
R. L. Schroeder
F. L. Hall
F. D. Morgan
J. M. Cartwright (2)
H. S. Cox (2)
A. D. Olson
J. A. Rowland
W. H. Tebeau
F. W. Yarbrough (2)
E. S. Hunter
R. N. Bothman
W. J. Hart (4)
V. D. Wolfe
W. N. Hackleman
B. L. Gifford
R. E. Olson
R. E. Royer
F. E. Terpin

RECEIVED
JAN 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER



Typical Section

Prospectus Map
Locust Street Section
City of Stayton
Marion County
Dec. 1971
Arthur Duffy, Res. Eng'r.

RECEIVED

2775

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

NOTED F. B. KLAUE

Section: West Locust Street (N. 1st St.-N. Douglas St.)
Highway: City of Stayton
County: Marion
Prefix:

Res. Engr.
Approx. Length 0.21± mile
Sta. --- to Sta. ---
Date 12-28-71

Mean Truck A.D.T. 77
Traffic Coefficient 6.7
18 kip s. a. per day 10.7
(1)

Annual Precipitation 51"± (Stayton)
Frost Penetration - - - -
CBE Total Requirement 22.5"

Typical Soil

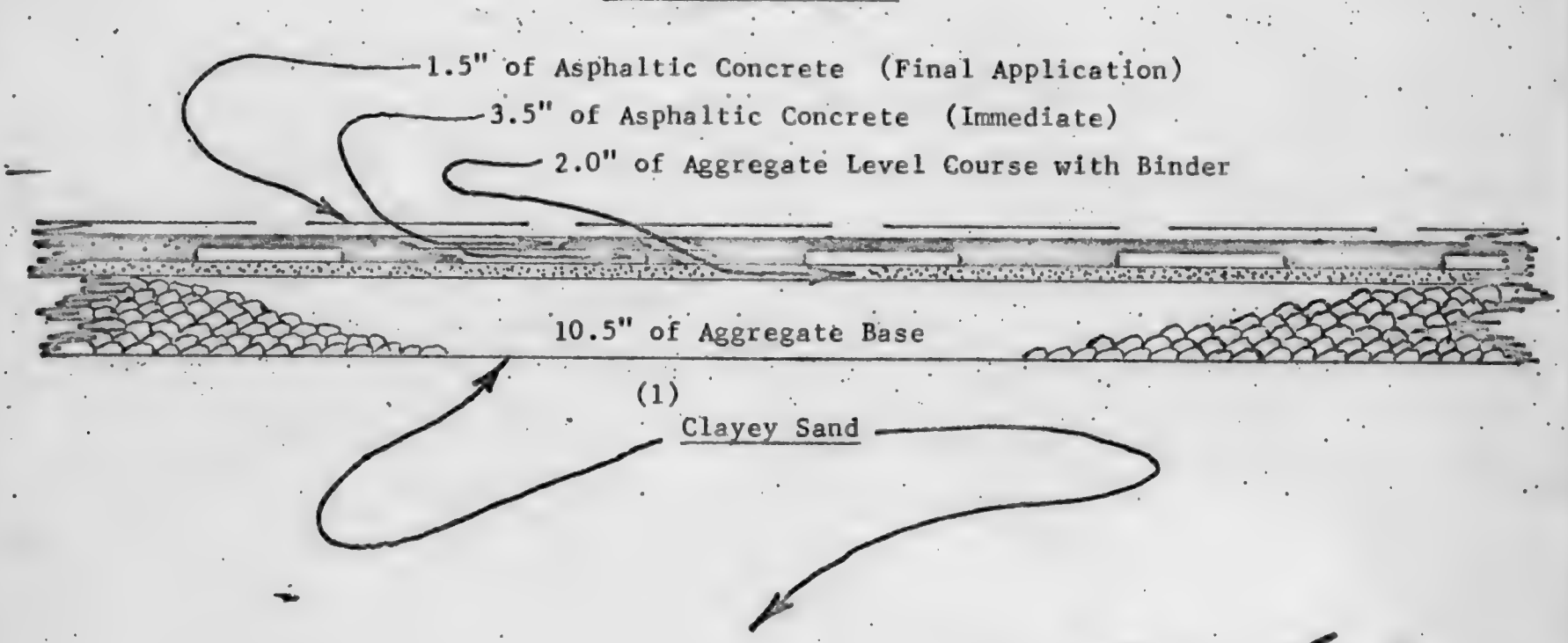
32 LL
7 PI
87 %P 10
57 %P 200
13 % Gravel
8 % C Sand
22 % F Sand
35 % Silt
22 % Clay
6 R Value
A-4 AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.)
7.0	3.5	A.C. (I.)
2.0	2.0	A.L.
10.5	10.5	A.B.
22.5	17.5	

STRUCTURAL SECTION


1.5" of Asphaltic Concrete (Final Application)
3.5" of Asphaltic Concrete (Immediate)
2.0" of Aggregate Level Course with Binder
10.5" of Aggregate Base
(1)
Clayey Sand

Submitted by E. J. Gregg
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Location Engineer

Approved by
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

SECTION: West Locust Street

HIGHWAY: City of Stayton

COUNTY: Marion

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*3/4"-0 Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
4.8 - 6.0	2.0"	2.0"	12.5"	18.5"	16.5"
Cars Only	2.0"	2.0"	7.5"	13.5"	11.5"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0 "	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8 "	Aggregate Base
1.0"	Cement Treated Base	= 1.8 "	Aggregate Base
1.0"	Oil Mat	= 1.1 "	Aggregate Base
1.0"	Aggregate Subbase	= 0.8 "	Aggregate Base
1.0"	Lime Treated Subgrade	= 0.8 "	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: West Locust Street

HIGHWAY: City of Stayton

COUNTY: Marion

2000 Present ADT (1971)

3 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	50	1.5	75	63	450	28,350
3	9	1.5	14	12	1000	12,000
4	0	---	--	--	1250	- - -
5	1	1.5	2	2	3180	6,360
6	0	---	--	--	2570	- - -
				77	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 46,710

TWENTY YEAR EWL 934,200

TRAFFIC COEFFICIENT 6.7

SECTION: West Locust Street

HIGHWAY: City of Stayton

COUNTY: Marion

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made. See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally A.C. or Oil.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This is a short project, and traffic does not warrant the use of C.R.P.C.C.

SCH-72
Stayton

FORM 8.30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 9, 1971

SUBJECT: Special City Allotment Project
Locust Street in Stayton

To: Art Duffy
RESIDENT ENGINEER

6"- 20" depth

Stayton City Recorder, John J. Schroeder, has told Oscar Norberg that the water main on Locust Street is thought to be quite shallow. This should be checked out during the course of the survey. Be sure that this information is brought to Bob Hector's attention.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW/jc

cc: Oscar Norberg

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COUNTY & CITY SECTION
DEC 10 1971
ENGR. C.JR. UE
UPE CE RE RPE

SCA

City of Stayton

CITY HALL
Phone 769-2075
362 N. Third Avenue
STAYTON, OREGON 97383

Mayor
MARCEL VAN DRIESCHE

Councilmen
S. C. BATES
CLIFFORD J. COLEMAN
MARVIN GOODMAN
ROBERT L. HAGEN
L. JAY MYERS

Recorder-Treasurer
JOHN J. SCHROEDER
Municipal Judge
EVELYN SCOTT FERRIS
Chief of Police
JAMES W. THOMAS
Public Works Superintendent
H. V. WHITAKER

September 16, 1971

Mr. Oscar H. Norberg
Cities Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Norberg:

Reference your letter of September 2, 1971 concerning our proposed project on Locust Street from First Avenue to South Douglas Street.

The city council has asked me to request you to submit our project to the Highway Commission for consideration under the Special City Allotment Act and to assure you that the city is able and willing to pay all costs of the project in excess of $25,000.

Very truly yours,

John J. Schroeder

John J. Schroeder
City Recorder

cc: Cliff Coleman

RECEIVED
COUNTY & CITY [illegible]
[illegible] 1971
ENGR. [illegible] UE
UPE [illegible] RPE

September 2, 1971

Mr. John J. Schroeder
City Recorder
City Hall
Stayton, Oregon 97383

Dear Mr. Schroeder:

It is planned to submit your proposed project in Stayton on Locust Street from First Avenue to S. Douglas Street to the Highway Commission for consideration of construction (1972) under the Special City Allotment Act (ORS 366.805).

Your project, based on a reconnaissance investigation, is roughly estimated to cost $40,000 for a 40-foot pavement between existing curbs, the State's share being $25,000.

Should the Highway Commission look with favor on your project, would the City of Stayton be willing and able to pay all costs of the project in excess of $25,000?

Early receipt of a letter stating the City's ability and willingness to participate in the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:lat

This job is longer to allow $750 assessments from prop.

S.C.A. Investigation Data

City of Stayton Date 9/2/71 Div. II

Population: 19 61 2713 19 71 3170

Street Locust Street from First Avenue to S. Douglas Ave

No. previous projects 2
Last project 1955 (year)
Total SCA funds $ 16,561
Funds/capita $ 5.22
Average/capita $ 14.89

EXISTING

Surface now in place: A.C. X Oil ___ Gravel ___ Concrete ___
Surface width: 20 feet, Shoulder-shoulder width: ___ feet
C-C width: 40' feet, R/W width: 60 feet
Remarks: The existing pavement is somewhat broken, so it will be excavated. Tie into at each end.

PROPOSED

Surfacing: A.C. ___ Oil ___ Other ___
Pave. width: 24 feet, Shoulder width 3 feet, C-C width: 40 feet
BASE DESIGN: A.C. 3½" inches, Leveling 2 inches, Base 12 inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.21 mile, 1084 feet. Type curb: "C" Type in Place
Remarks: City to collect $750/ft from abutting owners about 1950 frontage
Talked to John Schroeder re: selection of job and assessment to be made by City.
G.A.L.

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 1000
Clearing & grubbing	all	all	L.S.	—
General excavation	c.y.	2931	2.75	8060
Finishing roadbed & slopes ($1,500)	mile	—		
Trench excavation	c.y.	46	5.00	230
Watering	M-gal.	77	5.00	385
Level material (3/4-0)	c.y.	404	3.75	1515
Base material	c.y.	2381	3.25	7738
Asphalt	ton	1052	10.00	10520
Binder	all	all	L.S.	850
Concrete inlets	each	6	200.00	1200
~~Culvert~~ pipe 12-inch Sew. Pipe	lin. ft.	150	5.50	825
Concrete curbs in Place	c.y.	—		

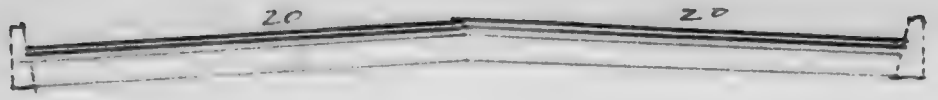
*Items include 10% allowance

Total	$ 32,323
Perm. signing ($100/intersection)	100
Flagging	300
Total	$ 32,623
Engineering & contingencies (20%)	6 525
Total	$ 39148
City's estimated share of survey	361
TOTAL ESTIMATED COST	$ 39509

1000 × 14149/39148 = 361

$14,623 by owners
25,000 SCA
361 by City

50% 20,000



Stayton 9/2/71
Locust Street
from First Avenue
S. Douglas

Gen'l Exc $\frac{1124 \times 40 \times 1.6 \times 1.1}{27}$ = 2931 C.Y.

1084
40 Extra
1124' length

12" Base $\frac{1.0 \times 1124 \times 40 \times 1.43}{27}$ = 2381 C.Y.

2" Lev. Cs $\frac{0.17 \times 1124 \times 40 \times 1.43}{27}$ = 404 C.Y.

Watering 2785 x 0.0275 - 77 M. Gals

Binder Cs 4000 x 0.21 = ^{4}850

3½" A.C. 11.24 x 93.6 = 1052 Tons

4 Conc Inlets G-1

12-inch Sewer Pipe 80'

Trench Excavation $\frac{80 \times 3.0 \times 2.5 \times 1.1}{27}$ = 25 CY.

KIMSEY

KIMSEY

LOVELL

THOMAS

FIRST AVE.

AVE.

150.43'

14.57'

165'

70'

70'

7'

10'R.

10'R.

C.B.

EDGE OF EXISTING PAVEMENT

115'

156.4'

90'

7.8'

HUMPHREYS

PHILIPPI

PHILIPPI

WYMAN

0+00

1+00

2+00

3+00

4+00

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 23, 1971

Mr. Edward J. Studer
City Recorder
City Hall
Gervais, Oregon 97026

Dear Mr. Studer:

Sometime this summer, our soils section would like to dig a test hole in your 1969 Special City Allotment job on First Street to check the effect of the lime treatment. They would neatly patch the hole.

City's permission can be granted by a copy of this letter.

Very truly yours,

H. S. Cox
County and City Engineer

By
Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:mm

Approval to make the test hole is hereby granted by the City of Gervais.

By Edward J Studer

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COUNTY & CITY SECTION
JUL 28 1971
ENGR. ☑ BOOK. ☐ ☐ RE ☑ UE
UPE ☑ CE ☐ RE ☐ RPE ☐

Copy to C. Gregg for info

SCA

PROJECT DATA, CITY OF STAYTON Date June 25, 1971

To be financed by Special City Allotment Fund and necessary city funds.

Street name Locust Street
(Locate project on attached map.)

Project length 2600 Ft.

DESIRED STREET SECTION:

Standard roadway; width of travel way: _____ feet, width of shoulders: ____ feet

Curbed section; width curb to curb: 40 feet

Remarks Cut length to fit Financing (please include $7.50 per Foot From Property owners)

Surface now in place: Oil ____ Paving ✓ Gravel ____

Present surface width: 30 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No ✓

State to furnish right-of-way descriptions? Yes ____ No ✓

Give width of intersecting streets: Birch 50' others 60'

Are intersecting streets curbed? Yes ____ No ✓

Remarks _____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ✓ No ____

Width between present curbs: 40 feet

City to construct curbs? Yes ✓ No ____

To be constructed as part of project? Yes ____ No ✓

Length of desired radius on curb returns: _____ feet

Does city desire special type of curbs? Yes ____ No ✓

Explain: _____

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JUL - 7 1971
ENGR. ✓ ENGR. UE AE UE
UPE CE RE RPE

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes ✓ No___

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes___ No ✓

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: _____feet

Remarks_____

_____

STORM SEWERS -

Now in place? Yes ✓ No___

If yes, are they adequate for increased flow? Yes ✓ No___

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes___ No___

To be constructed as part of project? Yes___ No ✓

Show location of outfall on city map.

SANITARY SEWERS -

Now in place? Yes ✓ No___ NOTE: City to adjust if required.

If yes, indicate depth of sewers from present surface: _____feet

Remarks_____

_____

_____

WATER MAINS: (City to adjust if required.)

Now in place? Yes ✓ No ___

If yes, how deep from present surface? 1'-3' feet

Remarks Services may have to be lowered.

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No ✓

Asphaltic concrete? Yes ___ No ✓

Portland cement? Yes ✓ No ___

How many? _____

Must driveways be Portland cement to comply with city code? Yes ✓ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No ✓ (If yes, please include copy of ordinance.)

Remarks _____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ✓ No ___

Electric poles? Yes ✓ No ___

Which company? P.P.&L.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ✓ No ___

Which company? Stayton Cooperative Tel. Co.

Railroad tracks? Yes ___ No ✓

Which company? _____

Is crossing presently protected by automatic railroad signals?

Yes ___ No ✓

Remarks _____

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No ___

Clearing? Yes ___ No ___

Base rock? Yes ___ No ___

Concrete curbs? Yes ___ No ✓

Driveways? Yes ___ No ✓

Remarks _____

GENERAL INFORMATION:

Are city finances available? Yes ✓ No ___

When available? Date Presently

Has city established grade on street? Yes ✓ No ___
(If yes, please include copy of data.)

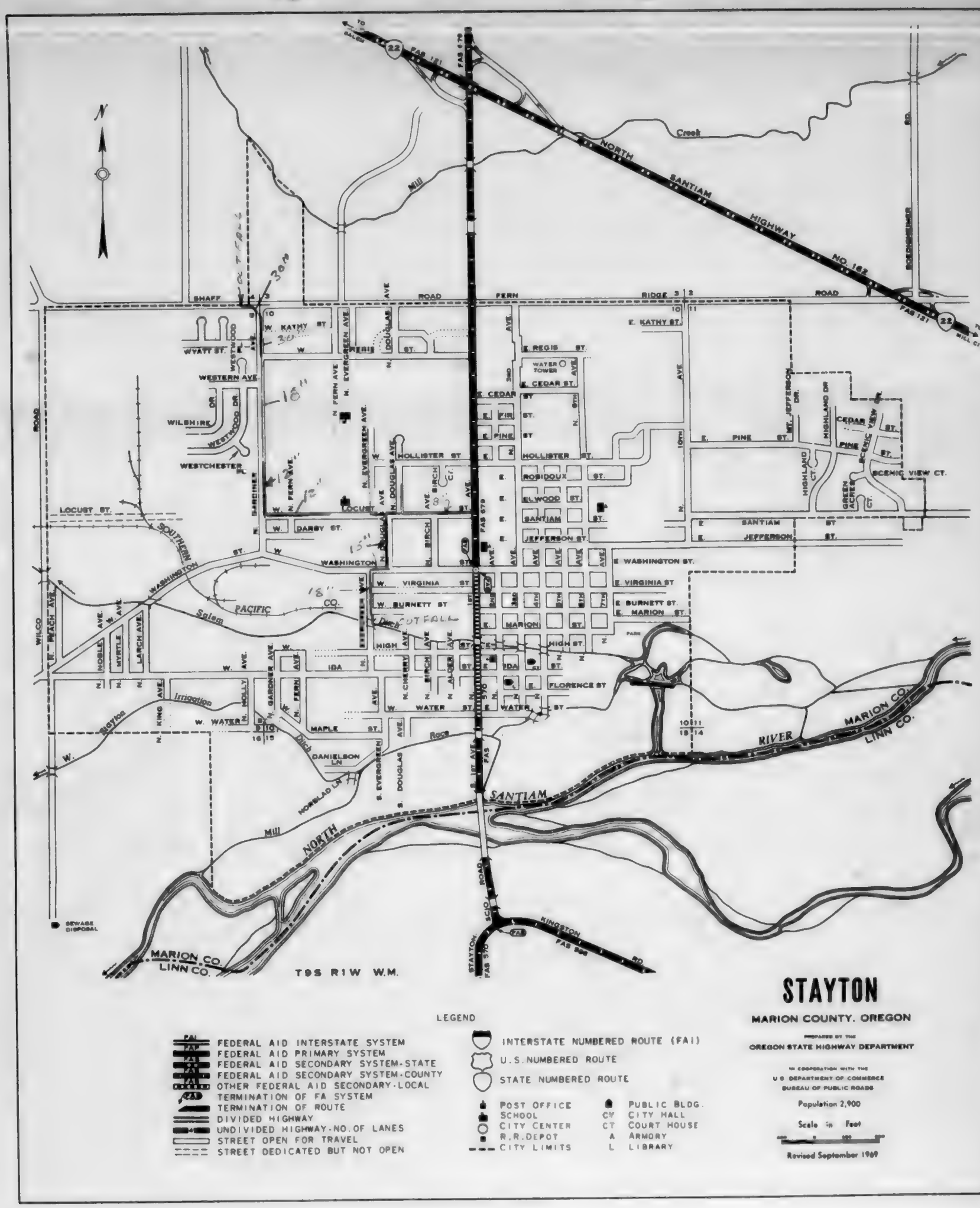
Please indicate site for disposal of excess excavated material: No particular site designated.

General remarks: _____

By _____
Mayor

By John J. Schroder
City Recorder or City Manager

By _____
City Engineer



STAYTON

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 2,900

Scale in Feet

Revised September 1969

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CH CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

S.C.A. Investigation Data

City of Stayton Date 6/24/71 Div. II
Population: 1966 2713 1971 3170
Street Locust Street from Elm to 1st
west 680'

No. previous projects 2
Last project 1955 (year)
Total SCA funds $ 16,561
Funds/capita $ 5.22
Average/capita $ 14.89

EXISTING

Surface now in place: A.C. ____ Oil ____ Gravel ____ Concrete ____
Surface width: ____ feet, Shoulder-shoulder width: ____ feet
C-C width: 40 (Exist'g) feet, R/W width: ____ feet
Remarks: ____

PROPOSED

Surfacing: A.C. ____ Oil ____ Other ____
Pave. width: ____ feet, Shoulder width ____ feet, C-C width: 40 feet
BASE DESIGN: A.C. ____ inches, Leveling ____ inches, Base ____ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: .13 mile, 680 feet. Type curb: ____
Remarks: ____

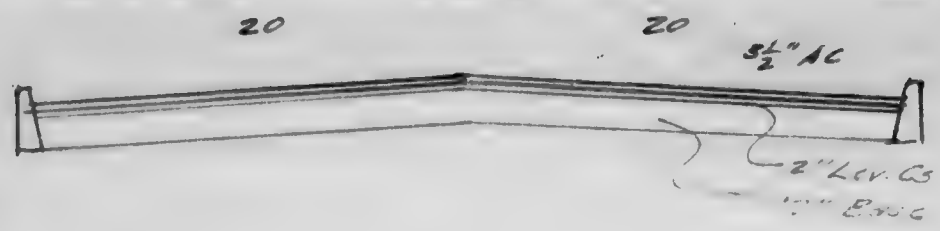
ESTIMATE Item	Unit	Gross*	Price	Amount	
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 1000	1000
Clearing & grubbing	all	all	L.S.	—	
General excavation	c.y.	1830	2 25 275	4118	5033
Concrete sidewalks	sq. yd.				
Trench excavation	c.y.	46	7 00 500	322	230
Watering	M-gal.	48	5 00 5	240	240
Level material (3/4-0)	c.y.	252	4 75 375	1197	945
Base material	c.y.	1480	4 50 325	6660	4810
Asphalt	ton	755	9 20 10	6946	7550
Binder	all	all	L.S.	530	530
Concrete inlets G-1	each	6	190 200 240	1140	1200
~~Culvert~~ pipe Sew. Pipe - 12-inch	lin. ft.	150	5 00 500	750	825
Concrete curbs	c.y.	—			

*Items include 10% allowance

Total	$ 22,903	22363
Perm. signing ($100/intersection)	100	100
Flagging	300	300
Total	$ 23303	22763
Engineering & contingencies (20%)	4661	4553
Total	$ 27,964	27,316
City's estimated share of survey	95	68
TOTAL ESTIMATED COST	$ 28057	27,384

900 x 2964/27964 = 95

5042,300



Stayton 6/24/71
Locust St. from
Main Ave W 680'

600' length
80' Extra
700

Gen'l. Exc. $\frac{700 \times 40 \times 1.6 \times 1.1}{27}$ = 1830 C.Y.

12" Base $\frac{1.0 \times 700 \times 40 \times 1.43}{27}$ = 1480 C.Y.

2" Lev. Cs $\frac{0.17 \times 700 \times 40 \times 1.43}{27}$ = 252 C.Y.

Watering 1732 x 0.0275 = 48 M-Gals

Binder Cs 4,000 x 0.13 = 530

3½" A.C. 7.0 x 93.6 = 755 Tons

Curbs are in place

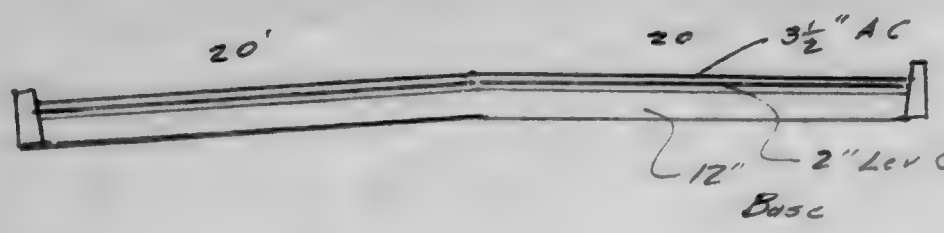
6 Conc Inlets G-1

12-inch Sew. Pipe 150

Trench Exc $\frac{150 \times 3.0 \times 2.5 \times 1.1}{27}$ = 46 C.Y.

Sidewalk is in place

Stayton 6/24/71
Locust Street



lengths

0+25 – 26+30 = 2605'
70 Extra
2675

3½
2
12

Gen'l. Exc $\frac{2675 \times 40 \times 1.6 \times 1.1}{27}$ = 6975 C.Y.

Base $\frac{1.0 \times 2675 \times 40 \times 1.43}{27}$ = 5667 C.Y.

Lev. Cs $\frac{.017 \times 2675 \times 40 \times 1.43}{27}$ = 963 C.Y.

Watering 6630 x 0.0275 = 182 M-Gals

Binder Cs 4000 x 0.5 = *2000

3½" A.C. 2675 x 93.6 = 2504 Tons

30 15.7
40 18.7 = 638

Curbs on N. Side @ W. half of St 11+89 – 26+19

877.1' – Curb
994.8' Curb island
1871.9 Not counting curb N. of School Entrance Drive.

18.72 x 0.031 = 58 C.Y.

3 Inlets G-1 (The east end can use bubblers at the Birch Ave Int.)

Storm Sewers 12-inch 75' (Drainage for future projects can be taken care of then.)

Trench Exc $\frac{75 \times 3.0 \times 2.5 \times 1.1}{27}$ = 23 C.Y.

Sidewalk 11+89 – 26+29 = $\frac{1346' \times 4'}{9}$ = 598 Sq Yds

S.C.A. Investigation Data

City of Stoughton Date 6/24/71 Div. ___
Population: 19___ _____ 19___ _____
Street Gardner St

No. previous projects ___
Last project _____ (year)
Total SCA funds $_____
Funds/capita $_____
Average/capita $_____

EXISTING

Surface now in place: A.C. ✓ Oil___ Gravel___ Concrete_____
Surface width: 20 feet, Shoulder-shoulder width: 40 feet
C-C width: _____ feet, R/W width: _____ feet
Remarks: _____

PROPOSED

Surfacing: A.C. _____ Oil _____ Other_____
Pave. width: _____ feet, Shoulder width _____ feet, C-C width: _____ feet
BASE DESIGN: A.C. _____ inches, Leveling _____ inches, Base _____ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: _____ mile, _____ feet. Type curb: _____
Remarks: _____

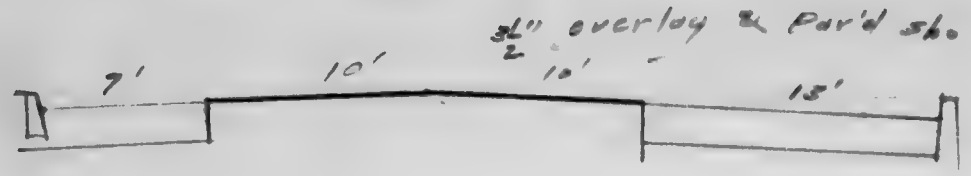
ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 1000
Clearing & grubbing	all	all	L.S.	—
General excavation	c.y.	3750	2.25	8438
Finishing roadbed & slopes ($1,500)	mile	—		
Trench excavation	c.y.	—		
Watering	M-gal.	107	5.00	535
Level material (3/4-0)	c.y.	—		
Base material 14" Total	c.y.	3904	5.00	19,520
Asphalt 3½"	ton	2808	11.00	30,888
Binder	all	all	L.S.	300
Concrete inlets	each			
Culvert pipe	lin. ft.	—		
Concrete curbs	~~c.y.~~ Lin Ft.	6000	2.00	12,000

*Items include 10% allowance

Total	$ 72,680
Perm. signing ($100/intersection)	200
Flagging	500
Total	$ 73,381
Engineering & contingencies (20%)	14,676
Total	$ 88,057
City's estimated share of survey	4000
TOTAL ESTIMATED COST	$ 92,057

92,000

40



Stayton
Gardner St

Gen'l. Exc. $\frac{22 \times 1.4 \times 3000 \times 1.1}{27} = 3750-$ C.Y.

26+10
- 0430
2580'
420
3000

14" Base & Leveling $\frac{1.17 \times 21 \times 3000 \times 1.43}{27} = 3904$ C.Y.

Watering 107 M-Gals

Paving $30.0 \times 93.6 = 2808$ Tons

Conc Curbs

6/24/71

40' wide

Crushed Rock Price

Paving — ~~Price~~ 1" minus ____ to delivered

per ton — 6.50 B
$6.75 C mix —

~~$~~ 2½" compacted. —

1½" minus delivered $2.23 ton —
1¼ ton to a yard. —

¾" minus delivered 2.28 ton —
1¼ to a yard.

+ loading & placing.

City of Stayton

CITY HALL
Phone 769-2075
362 N. Third Avenue
STAYTON, OREGON 97383

Mayor
MARCEL VAN DRIESCHE

Councilmen
S. C. BATES
CLIFFORD J. COLEMAN
MARVIN GOODMAN
ROBERT L. HAGEN
L. JAY MYERS

Recorder-Treasurer
JOHN J. SCHROEDER
Municipal Judge
EVELYN SCOTT FERRIS
Chief of Police
JAMES W. THOMAS
Public Works Superintendent
H. V. WHITAKER

June 21, 1971

Mr. H. S. Cox, Engineer
County and City Division
State Highway Department
Salem, Oregon 97310

Dear Sir:

Enclosed is a signed copy of Resolution No. 164 requesting funds for the improvement of certain sections of Locust Street and Gardner Avenue and a map of the city identifying the portion of the streets involved.

Request this application be considered in programming the allocation of the 1972 fund.

Very truly yours,

John J. Schroeder

John J. Schroeder
City Recorder

RECEIVED
COUNTY & CITY SECTION
JUN 22 1971
☐ ENGR. ☑ GEOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

6-7-71

RESOLUTION NO. 164

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Stayton is an incorporated city of the State of Oregon and has a population of 3,170 as given by the latest official census; and

WHEREAS, the following streets of said city,

Locust Street from North Gardner Avenue to First Avenue and North Gardner Avenue from Washington Street to Shaff Road

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are 'receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Stayton does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate the City Recorder as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 7th day of June, 1971.

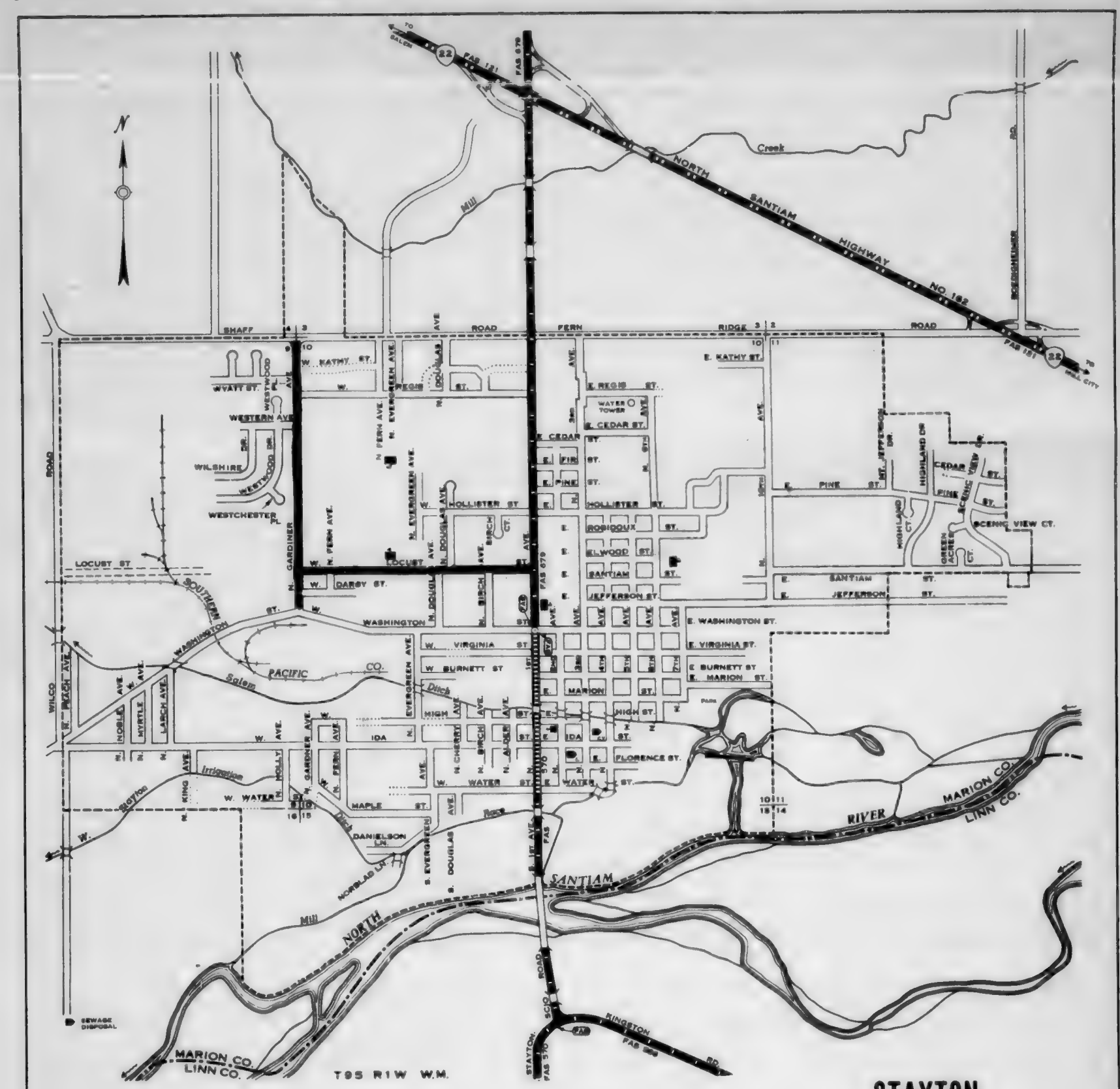
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Stayton at a regular or special meeting of said Council, held on the 7th day of June, 1971, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 7th day of June, 1971.

John J. Schroeder
City Recorder

(cc-50, 1959 Rev.)



LEGEND

- FAI — FEDERAL AID INTERSTATE SYSTEM
- FAP — FEDERAL AID PRIMARY SYSTEM
- FAS — FEDERAL AID SECONDARY SYSTEM-STATE
- FAS — FEDERAL AID SECONDARY SYSTEM-COUNTY
- FAS — OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

STAYTON

MARION COUNTY, OREGON

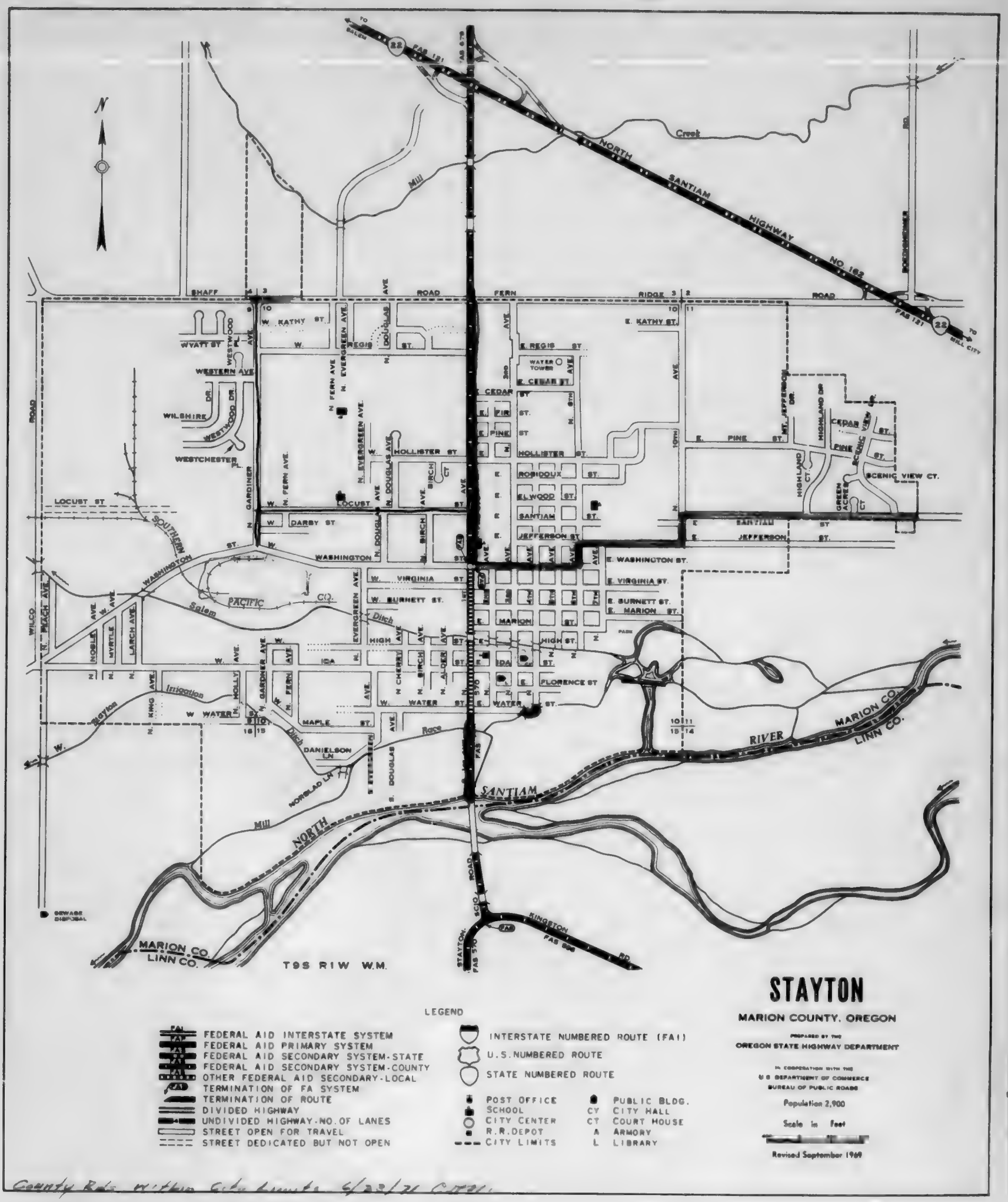
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 2,900

Scale in Feet

Revised September 1969



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MARION COUNTY, OREGON

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U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 2,900

Scale in Feet

Revised September 1969

County Rds. within City Limits 6/22/71 CTR.

7776 Jefferson (Church St.) Sec. in Jefferson (Grading and paving) 1972

C+A 4438. 3-1-72

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP-32429-794

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Jefferson
City Hall
Jefferson, Oregon 97352
Attention of Mrs. Hazel Grimes, Recorder

Request No. (assigned by staff engineer or head of division) cc-1357

Date June 11, 1973

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Special City Allotment project on Church Street.

Contract No. 7776

Covered by agreement dated February 29, 1972.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Advance deposit by City		$2,080.00
		As per attached statement:		
		Final cost	20,251.23	
		State's agreed share	18,332.95	
		City's agreed share		1,918.28
		REFUND DUE CITY		$ 161.72

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $2,080

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 324-1447-295 ----
324-1725-295 $1,918.28

Submitted by: Gary E. Zehner *Gary E. Zehner*

Approved:
Division Engineer

Approved:
W. L. Cox
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

Date June 11, 1973

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1972

Contract # 7776 Prefix 324-1725 Survey Prefix 324-1447

Street Church Street

City Jefferson

Payments to Contractor (see attached voucher)	$ 18,440.39
Engineering and Contingencies	1,810.84
Survey: Total $ 2,359.92 Prorated Share	---
TOTAL	20,251.23
Agreed State Share	18,332.95
* Agreed City Share	1,918.28
City Advance Deposit	2,080.00
Refund Due City	161.72

Reference: Outside Billing cc-1357

*Cost of Concrete Curbs

RU

N STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

MARION

CONTRACT NO. 7776

ESTIMATE NO. 4

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.

SECTION: JEFFERSON (CHURCH ST)

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE
001	9N GENERAL EXCAVATION	LUMP SUM	4564,0000	100,00
002	9N 1 IN - 0 AGGREGATE BASE 7-1/2 IN THICK	SQ YDS	1,4200	3,098,81
003	9N CLASS B ASPHALT CONCRETE 3 INCHES THICK	SQ YDS	1,5700	2,363,11
004	9N 8-INCH SEWER PIPE	LIN FT	4,4600	38,50
005	9N CONCRETE INLETS TYPE CG-1	ONLY	199,5000	2,00
006	9N CONCRETE DRIVEWAYS	SQ YDS	9,2400	105,82
007	9N CONCRETE CURBS	LIN FT	2,2100	868,00
008	9N ADJUSTING MANHOLES	ONLY	52,5000	4,00
00	9N RECONSTRUCTING CONCRETE MANHOLES	ONLY	420,0000	1,00
	PRICE AGREEMENT ITEMS			
30101	9N SIDEWALK ADJUSTMENT	LUMP SUM	352,5000	100,00
30201	9N SUBEXC & RECON TILE	LUMP SUM	600,2600	100,00
	ADJUSTMENT ITEMS			
6001	9N LIQUIDATED DAMAGES	DAYS	30,0000-	15,00
	FORCE ACCOUNT ITEMS			
802	9N CORRECT PAVE GRADE			

DATE: 02 08 73 PG. 01 7776

PREVIOUS VOUCHER NO.

CHECKED BY: PGO/sk

ENGINEER OR AUDITOR: Keats Oliver

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	7776	4	
	FEDERAL AID PROJECT NO.		

H ST)

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
MP SUM	4564,0000	100,000	4564,00	4564,00	
YDS	1,4200	3,098,310	4400,31	4400,31	
YDS	1,8700	2,363,110	4419,02	4419,02	
N FT	4,4600	38,500	171,71	171,71	
LY	199,5000	2,000	399,00	399,00	
YDS	9,2400	105,820	977,78	977,78	
N FT	2,2100	868,000	1916,28	1916,28	
Y	52,5000	4,000	210,00	210,00	
LY	420,0000	1,000	420,00	420,00	
MP SUM	352,5000	100,000	352,50	352,50	
MP SUM	600,2600	100,000	600,26	600,26	
S	30,0000-	15,000	450,00-	450,00-	
			457,53		457,53
TOTAL CONTRACT ITEMS			17982,86	17982,86	
% RETAINED ON CONTRACT ITEMS					
FORCE ACCOUNT			457,53		457,53
TOTAL PAYMENTS			18,440.39	17,982.86	457.53

7776

March 12, 1973

Federal Insurance Company
Bonding Department
1400 Plaza 600
6th & Stewart Street
Seattle, Washington 98101

Gentlemen:

A post-final payment for $450 will be made to North Santiam Sand & Gravel, Inc., on Contract No. 7776 for work on Church Street in Jefferson in Marion County as soon as the warrant is prepared.

The total amount paid on this contract will be $18,890.39 including the post-final payment. Of the total, $457.53 is for force account.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc North Santiam Sand & Gravel, Inc.
South First
Stayton, Oregon 97383
bc C. T. Kassey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
C. O. Fredricksen

OREGON STATE HIGHWAY DIVISION 03/07/73 **PROGRESS ESTIMA**

SECTION JEFFERSON (CHURCH

HIGHWAY CITY STREET

COUNTY MARION

TYPE WORK GRADING & PAVING

SPECIFIED COMPLETION
A) 45 CWD
B)
C)

EXTENSION 15 DAYS

APPROVED 2-27-7

CONTRACTOR NORTH SANTIAM SAND & GRAVE

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	GENERAL EXCAVATION	LUMP SUM	4564.0000	100.000	456400	100.000	456400
002	1 IN - 0 AGGREGATE BASE 7-1/2 IN THICK	SQ YDS	1.4200	258.0000	366360	309.8810	440031
003	CLASS B ASPHALT CONCRETE 3 INCHES THICK	SQ YDS	1.8700	258.0000	482460	236.3110	441902
004	8-INCH SEWER PIPE	LIN FT	4.4600	50.000	223.00	38.500	171.71
005	CONCRETE INLETS TYPE CG-1 ONLY		19.9500	2.000	39.900	2.000	39.900
006	CONCRETE DRIVEWAYS	SQ YDS	.92400	140.000	129.360	105.820	97.778
007	CONCRETE CURBS	LIN FT	2.2100	94.0.000	207.740	86.8.000	191.828
008	ADJUSTING MANHOLES ONLY		5.25000	4.000	21.000	4.000	21.000
009	RECONSTRUCTING CONCRETE MANHOLES ONLY		42.00000	1.000	42.000	1.000	42.000
	TOTALS FOR ORIG. CONTRACT				1767.520		1748.010
	PRICE AGREEMENTS						
30101	SIDEWALK ADJUSTMENT	LUMP SUM	3.525000			10.0000	35.250

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01

FORM E-408 (REV. 9-72)

NSION	APPROVED	USED
DAYS	2-27-73	60 CWD

CONTRACT NO. 7776
F.A.P.

PREFIX 324 1725
AWARDED 07 10 72
ESTIMATE NO. 005

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

ANTIAM SAND & GRAVEL

POST-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 01/02/73		TO COMPLETE 01/02/73		GROUP POR N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	456400	100000	456400			9N		
3098810	440031	3098810	440031			9N		
2363110	441902	2363110	441902			9N		
38500	17171	38500	17171			9N		
2000	39900	2000	39900			9N		
105820	97778	105820	97778			N		
868000	191828	868000	191828			9N		
4000	21000	4000	21000			9N		
1000	42000	1000	42000			9N		
	1748010		1748010					
100000	35250	100000	35250			9N		

RECEIVED
COUNTY & CITY SECTION
MAR 12 1973
ENGR. COORD. OE AE WE
RPE CE RE RPE

OREGON STATE HIGHWAY DIVISION 03/07/73 PROGRESS ESTIMAT

SECTION JEFFERSON (CHURCH)
HIGHWAY CITY STREET
COUNTY MARION
TYPE WORK GRADING & PAVING

SPECIFIED COMPLETION
A) 45 CWD
B)
C)

EXTENSION 15 DAYS

APPROVED 2-27-73

CONTRACTOR NORTH SANTIAM SAND & GRAVEL

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
30201	SUBEXC & RECON TILE LUMP SUM	6002600			100000	60026
	SUB-TOTAL P. A.					95276
	ADJUSTMENTS					
6001	LIQUIDATED DAMAGES DAYS	-300000			15000	-45000
6001A	LIQ DAM TIME EXT 2-27-73 DAYS	300000			15000	45000
	SUB-TOTAL ADJ.					
	TOTALS ALL EXCEPT F.A.					1043286
	FORCE ACCOUNTS					
801	FLAGGING 94001					
802	CORRECT PAVE GRADE					45753
	SUB-TOTAL F. A.					45753
	* TOTAL PAY COSTS			1767520		1889039
	ADD. ANTICIP. ITEMS					
94001	FLAGGING EW 1			25000		

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02

FORM E-498 (REV. 9-72)

NSION	APPROVED	USED
DAYS	2-27-73	60 CWD

CONTRACT NO. 7776
F.A.P.

PREFIX 324 1725
AWARDED 07 10 72
ESTIMATE NO. 005

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

ANTIAM SAND & GRAVEL

POST-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 01/02/73		TO COMPLETE 01/02/73		GROUP P OR N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	60026	100000	60026			9N		
	95276		95276					
15000	45000	15000	45000			9N		
15000	45000	15000	45000			9N		
	1843286		1843286					
						9N		
	45753		45753			9N		
	45753		45753					
	1889039		1889039					
						9N		

OREGON STATE HIGHWAY DIVISION 03/07/73 PROGRESS ESTIMA

SECTION JEFFERSON (CHURCH ST)

HIGHWAY CITY STREET

COUNTY MARION

TYPE WORK GRADING & PAVING

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	45 CWD	15 DAYS	2-27-7
B)			
C)			

CONTRACTOR NORTH SANTIAM SAND & GRAVE

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
98999	CONTINGENCIES				80663		
99999	ENGINEERING				179252		175981
	GRAND TOTALS				2052435		2065000

RESIDENT ENGINEER ---------- DATE ---------- DIVISION ENGINEER --

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 03

FORM E-498 (REV. 9-72)

EXTENSION	APPROVED	USED
5 DAYS	2-27-73	60 CWD

CONTRACT NO. 7776
F.A.P.

WORK DONE TO:

PREFIX 324 1725
AWARDED 07 10 72
ESTIMATE NO. 005
POST-FINAL

ESTIMATED DATE OF COMPLETION.

SANTIAM SAND & GRAVEL

CORRECTED ESTIMATE		PERFORMED TO DATE 01/02/73		TO COMPLETE 01/02/73		GROUP POR N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	175981		172027		3954			
2065000			2061046		3954			

RECEIVED
COUNTY & CITY SECTION
MAR 12 1973

DIVISION ENGINEER ---------- DATE ----------

OREGON STATE
HIGHWAY DIVISION

7776

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE

TO Oregon State Highway Commission — **February 27, 1973**

FROM F. B. Klaboe
State Highway Engineer

SUBJECT

Request for Time Extension
Church Street (Jefferson) Section
Contract No. 7776

North Santiam Sand and Gravel Company, Inc., contractor on the subject project, has requested an 8-day extension of their contract time because of two Price Agreements and an Extra Work Order. The project was actually completed with 15 days liquidated damages accrued at $30 per day for a total of $450.

Twenty-nine days elapsed from the time bids were opened until the contract was first sent to the contractor for execution. This was while we were waiting for the City to deposit their share of the project funding (for the curbs) Nine days of this is eligible for consideration for time extension. The two Price Agreements and a late Extra Work Order justify eight days which takes into account the added weekend days counted.

I have granted a 15-day extension which will delete all liquidated damages on this project, which was a State Special City Allotment project.

This matter will be on the agenda for your concurrence at the March 6 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher
V. E. Skoog
Gary Ross
Gary Sund

JAB;fw dpy

7776

February 27, 1973

North Santiam Sand and Gravel Co., Inc.
P. O. Box -A-
Stayton, Oregon 97383

Gentlemen:

Your request for a time extension of eight days on Contract No. 7776 for work on the Church Street (Jefferson) Section in Marion County, has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 15 days is granted which will delete all time liquidated damages on this project.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
Keats Oliver
V. L. Gallagher

fw dpy

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 20, 1973

SUBJECT: Time Extension Request
Church Street (Jefferson) Section
Contract No. 7776

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

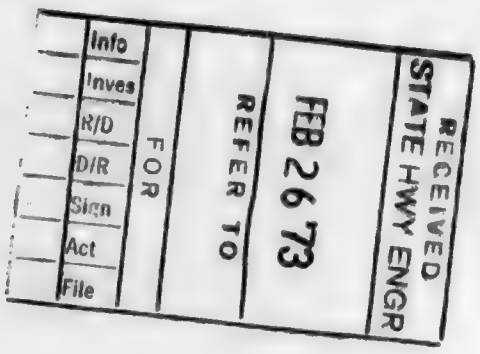
North Santiam Sand and Gravel Company has requested only an 8-day extension of their contract time because of two Price Agreements and an Extra Work Order. The project was actually completed with 15 days liquidated damages accrued at $30 per day for $450. deducted.

We note 29 days elapsed from the time bids were opened until the contract was first sent to the contractor for execution. This is 9 days more than allowed under Section 103.08. We have usually allowed the excess days or delay on the part of the State in this situation as a time extension even when there was no clear delay to the overall job progress. This liberal interpretation recognizes any problems to the contractor's scheduling and mobilizing for other work.

The two Price Agreements and the late Extra Work Order justify 8 days which takes into account the added weekend days counted.

We therefore recommend a 15-day extension which would delete all the liquidated damages. This was a State Special City Allotment project. Rough draft letters to the contractor and the Highway Commission on the above basis are attached.

JAB:fw
Enc.
cc V. L. Gallagher



RECEIVED
FEB 23 1973
Offices of
Assistant State Highway Engineer

P.S. The delay in submitting the contract is apparently due to waiting for the City share of funding. They had to deposit $2,080 as their share for the cost of curbs.

BP 52475-734

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7776 Contractor North Santiam Sand & Gravel, Inc.

Highway City Street

Section Jefferson (Church Street)

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 15 days for 3 added orders and delay in tendering contract.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7776
Project designation	state (State-Federal)
Date awarded	July 10, 1972
Work started	September 5, 1972
Per cent completed	100% Jan. 2, 1973 (Date)
No. of Workdays Allowed	45
No. of Workdays Used	60
No. of Added Workdays Requested	

SP*0206-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Jan 29, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 45 days to 53 days, within which to complete our Contract No. 7776, without the assessment of liquidated damages. The said contract is described as follows:

Gradeing & Paving Church St Jefferson, Or

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

W would like 1 extra day on Price Agreement # 1, 4 days on price agreement # 2, and 3 days on extra work order # 2.

Respectfully submitted,

North Santiam Sand & Gravel, Inc
Contractor

By E. L. Zeller

CONSENT OF SURETY

Date ....., 19.....

We, ...

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

.....
Attorney-in-fact

(SEAL)

.....
Resident Agent

7776

February 13, 1973

Federal Insurance Co.
1400 Plaza 600
6th and Stewart St.
Seattle, Washington 98101

Gentlemen:

A post-final payment for $457.53 will be made to North Santiam Sand and Gravel, Inc., on Contract No. 7776 for work on Church Street in the City of Jefferson, Marion County, as soon as the warrant is prepared.

The total amount paid on this contract will be $18,440.39 including the post-final payment. Of the total $457.53 is for force account.

Very truly yours,

C. A. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc North Santiam Sand and Gravel, Inc.
South First
Stayton, Oregon 97383

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacak
C. O. Fredricksen

7776

February 9, 1973

Federal Insurance Co.
1400 Plaza 600
6th and Stewart Street
Seattle, Washington 98101

Gentlemen:

On February 8, 1973, we wrote to you concerning release of final payment on Contract No. 7776 awarded to North Santiam Sand and Gravel, Inc., for work on Church Street in Jefferson, Marion County.

Final payment on this contract is $844.2, and the total contract amount is $17,982.86. No work was performed under force account.

Very truly yours,

C. W. Hood, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm

cc North Santiam Sand and Gravel, Inc.
South First
Stayton, Oregon 97383

C. T. Kenney
Walt Hart
V. E. Skoog Attn: W. L. Manner
C. O. Fredrickson

OREGON STATE HIGHWAY DIVISION

02/06/73

PROGRESS ESTIMATE

SECTION JEFFERSON (CHURCH)

HIGHWAY CITY STREET

COUNTY MARION

TYPE WORK GRADING & PAVING

SPECIFIED COMPLETION	EXTENSION	APPROVED
A) 45 CWD		
B)		
C)		

CONTRACTOR NORTH SANTIAM SAND & GRAVEL

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	GENERAL EXCAVATION LUMP SUM	45640000	100000	456400	100000	456400
002	1 IN - 0 AGGREGATE BASE 7-1/2 IN THICK SQ YDS	14200	2580000	366360	3090810	440031
003	CLASS B ASPHALT CONCRETE 3 INCHES THICK SQ YDS	18700	2580000	482460	2363110	441902
004	8-INCH SEWER PIPE LIN FT	44600	50000	22300	38500	17171
005	CONCRETE INLETS TYPE CG-1 ONLY	1995000	2000	39900	2000	39900
006	CONCRETE DRIVEWAYS SQ YDS	92400	140000	129360	105820	97778
007	CONCRETE CURBS LIN FT	22100	940000	207740	868000	191828
008	ADJUSTING MANHOLES ONLY	525000	4000	21000	4000	21000
009	RECONSTRUCTING CONCRETE MANHOLES ONLY	4200000	1000	42000	1000	42000
	TOTALS FOR ORIG. CONTRACT			1767520		1748010
	PRICE AGREEMENTS					
30101	SIDEWALK ADJUSTMENT LUMP SUM	3525000			100000	52250

PROGRESS ESTIMATE AND COST REPORT

FORM E-498 (REV. 9-72)

PAGE NO. 01

EXTENSION

APPROVED

USED
60 CWD

CONTRACT NO. 7776
F.A.P.

PREFIX 324 1725
AWARDED 07 10 72
ESTIMATE NO. 003
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

TH SANTIAM SAND & GRAVEL

N	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 01/02/73 QUANTITY	PERFORMED TO DATE 01/02/73 AMOUNT	TO COMPLETE QUANTITY	TO COMPLETE AMOUNT	GROUP P OR N	PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
0	100000	456400	100000	456400			9N		
0	3098810	440031	3098810	440031			9N		
0	2363110	441902	2363110	441902			9N		
0	38500	17171	38500	17171			9N		
0	2000	39900	2000	39900			9N		
0	105820	97778	105820	97778			9N		
0	868000	191828	868000	191828			9N		
	4000	21000	4000	21000			9N		
0	1000	42000	1000	42000			9N		
0		1748010		1748010					
	100000	35250	100000	35250			9N		

OREGON STATE HIGHWAY DIVISION

02/06/73

PROGRESS ESTIMATE

SECTION JEFFERSON (CHURCH S

HIGHWAY CITY STREET

COUNTY MARION

TYPE WORK GRADING & PAVING

SPECIFIED COMPLETION
A) 45 CWD
B)
C)

EXTENSION

APPROVED

CONTRACTOR NORTH SANTIAM SAND & GRAVEL

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
30201	SUBEXC & RECON TILE LUMP SUM	600.2000			100000	60026
	SUB-TOTAL P. A.					95276
	ADJUSTMENTS					
6001	LIQUIDATED DAMAGES DAYS	-300000			15000	-45000
	SUB-TOTAL ADJ.					-45000
	TOTALS ALL EXCEPT F.A.					1798286
	FORCE ACCOUNTS					
801	FLAGGING 94001					
802	CORRECT PAVE GRADE					
	SUB-TOTAL F. A.					
	* TOTAL PAY COSTS				1767520	1798286
	ADD. ANTICIP. ITEMS					
94001	FLAGGING EW 1				25000	
98999	CONTINGENCIES				80663	

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 02 — FORM E 498 (REV. 9-72)

XTENSION | APPROVED | USED 00 CWD

CONTRACT NO. 7776 — WORK DONE TO
F.A.P.

PREFIX 324 1725
AWARDED 07 10 72 — ESTIMATED DATE OF COMPLETION:
ESTIMATE NO. 003

SANTIAM SAND & GRAVEL — FINAL

CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 01/02/73 QUANTITY	PERFORMED TO DATE 01/02/73 AMOUNT	TO COMPLETE 01/02/73 QUANTITY	TO COMPLETE 01/02/73 AMOUNT	GROUP PORN	PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
100000	60026	100000	60026			9N		
	95276		95276					
15000	-45000	15000	-45000			9N		
	-45000		-45000					
	1798286		1798286					
						9N		
						9N		
	1798286		1798286					
						9N		

OREGON STATE HIGHWAY DIVISION

02/06/73

PROGRESS ESTIMAT

SECTION: JEFFERSON (CHURCH)

HIGHWAY: CITY STREET

COUNTY: MARION

TYPE WORK: GRADING & PAVING

SPE ED COMP TION
A) 45 CWD
B)
C)

EXTENSION

APPROVED

CONTRACTOR: NORTH SANTIAM SAND & GRAVEL

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
99999	ENGINEERING				179252		171714
	GRAND TOTALS				2052435		1970000

RESIDENT ENGINEER ---------- DATE ---------- DIVISION ENGINEER ----

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 03

FORM E-498 (REV. 9 72)

ENSION	APPROVED	USED
		60 CWD

CONTRACT NO. 7776
F.A.P.

WORK DONE TO:

PREFIX
AWARDED 324 1723 07 10 72
ESTIMATE NO. 003

ESTIMATED DATE OF COMPLETION:

SANTIAM SAND & GRAVEL

FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 01/02/73		TO COMPLETE 01/02/73		GROUP PORN	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	171714		166559		5155			
970000		1964845		5155				

DIVISION ENGINEER ---------- DATE ----------

7776

February 6, 1973

TO Oregon State Highway Commission

FROM P. B. Kinbee
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7776 Work Completed January 2, 1973

Project Jefferson (Church St.)

Highway City Street County Marion

Type of Work Grading and Paving

Contractor North Santiam Sand & Gravel, Inc.

Recommended Acceptance Date February 2, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on March 6, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

1972 SCA 324-1 Maj

Jefferson

FIRST AVENUE S. ● STAYTON, OREGON 97383 ● TELEPHONE 503 - 769-6347

REGION 2 ENGINEER
RECEIVED
FEB 2 1973
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

Jan 29, 1973

Oregon State Hwy Dept
3400 Spicer Rd
Albany, Oregon

Attn: Keats Oliver

Dear Sir:

We would like this letter to stand as formal notification to you that we completed all work and paper work on contract number 7776 (Church St.- Jefferson, Oregon) on Jan 29, 1973.

Yours truly,

F. A. Lulay

F. A. Lulay

RECEIVED
JAN 30 1973
KEATS OLIVER
RES. ENGR.

CC: Construction
Programing
County & City
Secretary

G. W. Wimer

RECEIVED
COUNTY & CITY SECTION
FEB 6 - 1973
ENGR. | COOR. | CE | AE | UE
UPE | CE | RE | RPE

RECEIVED
- 1972
FOR FILING

7776

Salem, Oregon

January 8, 1973

C. T. Keasey, Construction Engineer
H. J. Hart, Bridge Engineer

L. H. Young, Programing Engineer

Request Contract Acceptance

Contract 7776, Work Completed January 2, 1973 (Revised)

Project Jefferson (Church St.)

Highway City Street

County Marion

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date _____

Condftions not acceptable:

Construction Engineer
Bridge Engineer

VG:bb

cc: H. S. Cox
J. R. Oakes
Virgil Boyd
John Jenkins
Donald L. Trout

7776

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Jefferson (Church St.)		WEEK ENDING: Jan 6, 1973
		SECTION PREFIX: 324-1725
HIGHWAY: city street		COUNTY: Marion
NAME OF JOB: Jefferson (Church St.)	KIND OF WORK: grading and paving	
CONTRACTOR: N Santiam Sand & Gravel	CONTRACT NUMBER: 7776	FEDERAL AID PROJECT NUMBER: state
DATE OF CONTRACT: 7/10/72	DATE WORK STARTED: 9/5/72	ESTIMATED COMPLETION DATE: 1/2/73
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 45	CALENDAR DAYS USED 60
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 133
PROJECT AUTHORIZATION: $ 20,524.35	ENGINEERING AUTHORIZATION $ 1,792.52	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 18,731.83	ENGINEERING COST TO DATE $ 1,675	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 18,730	this week 0	DATE PROJECT WAS COMPLETED: 1/2/73
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 93 %	

Semi-final estimate was submitted 10/31/72

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.09	0.09			0.09
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.09	0.09			0.09
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100 %	2580 Sq Yds			2580 Sq yds
TOTAL QUANTITIES CORRECTED TO DATE	100 %	3097			2363
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	same	same			same
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

pkup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	cldy			
MONDAY	"			
TUESDAY	"			
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED JAN 8 1973 CONSTRUCTION SECTION

Baud Pease Walker Glenn Litchfield Johnson Berg

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY Jan 1	Holiday
TUESDAY	stripped forms and did clean up work.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor completed work on EWO # 2.
Semi-final estimate was submitted on 10/31/72.
EWO bills will be submitted as soon as they are received from contractor.

PROJECT COMPLETED

FINAL REPORT

SIGNED Keats Oliver, Res. Engr. LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
NOV 9 - 1972
FOR FILING

7776

City of Jefferson

P. O. Box 83
Jefferson, Oregon
Telephone 327-2098

RECEIVED
OCT 19 1972
KEATS OLIVER
RES. ENGR.

October 18, 1972

Contract 7776
Prefix - 324-1725

Keats Oliver
Resident Engineer
State of Oregon
Highway Department
Albany, Oregon 97321

Dear Sir:

The Street improvement on Church Street, between 2nd & 3rd has been excepted by the City of Jefferson.

As Mayor of Jefferson, Iwant to thank the Highway Department for giving the City of Jefferson the opportunity to participate in this program, and sincerly hope the City will have the opportunity to participate again.

If your office wants this exceptance in the form of a resolution, please advise.

Yours truly.

C. Harold H. Ammon

Mayor of Jefferson

C.H.A./hg

cc: Construction
County - City
Programing
Secretary ✓

NOTED
C. W. HEAD

RECEIVED
OCT 16 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE 7776

Salem, Oregon

TO October 13, 1972

C. T. Kenney, Construction Engineer
W. J. Hurt, Bridge Engineer

FROM L. H. Young
Programming Engineer

SUBJECT Request Contract Acceptance

Contract 7776 Work Completed October 4, 1972

Project Jefferson (Church St.)

Highway City Street

County Marion

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date _____

Conditions not acceptable:

Construction Engineer
Bridge Engineer

VG:dgk

cc: R. S. Cox
J. R. Oakes
Virgil Boyd
John Jenkins
Donald L. Trout

SCA

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

Project Name Church Street Contract No. 7776

Highway Jefferson City Street Prefix No. 324-1725

County Marion F.A. No. State

Final inspection made on 10-11-72 By Gerald W. Wimer

in company with Keats Oliver (Resident Engineer), Francis Lulay (Contractor), and Harold Morrissette, Jefferson Police Chief.

CHECK LIST

Date		Date	
10-4-72	Construction signs removed	10-4-72	Opened to traffic
NA	Salem Office notified to rescind construction speed zone	with semi final	Regional Materials Certification submitted
1-2-73	Contractor removed equipment from project		
1-2-73	Roadside cleanup completed		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Good looking project except for curb grades at east end. This was corrected, finishing 1-2-73.

Letter of acceptance from City of Jefferson dated 10-18-72.

RECEIVED
COUNTY & CITY SECTION
JAN 18 1973
ENGR. COOR. JE AE UE
UPE GE RE RPE

All contract work on this project has been completed and recommendation is made for acceptance on 1-2-73. The semi-final estimate has been submitted.

cc: Const. Engineer - C. T. Keasey
Bridge Engineer - W. Hart
Maint. Engineer - R.N. Bothman
Co.-City Eng. - H. S. Cox ✓
Reg. Engineer - J. B. Boyd
Res. Engineer - Keats Oliver
Dist.Engineer - Howard Johnson

Copies sent to all named _____

ORIGINAL SIGNED BY GERALD WIMER
(Signed)

Reg. Const. Engr.
(Title)

RECEIVED
AUG 29 1972
FOR FILE

5

7776

August 29, 1972

North Santiam Sand & Gravel, Inc.
South First
Stayton, Oregon 97383

Gentlemen

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7776 for work on Church Street in the City of Jefferson in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Federal Insurance Company
Bonding Department
1400 Plaza 600
6th and Stewart Street
Seattle, Washington 98101

bc Walt Hart
C. T. Kenney
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
Keats Oliver

RECEIVED
JUL 28 1972
FOR FILING
7776

bc C. T. [illegible]sey
W. [illegible]rt
L. H. Young
Attn Vince Gallagher
J. B. Boyd
Keats Oliver
William Geibel (SAIF)

July 28, 1972

North Santiam Sand & Gravel, Inc.
South First
Stayton, Oregon 97383

Gentlemen:

The State Highway Commission on July 6, 1972, accepted your proposal for work on Church Street in the City of Jefferson in Marion County in the amount of $17,675.20 and referred it to the Administrator of Highways with authority to award the contract as soon as the City of Jefferson approves the project and deposits $2,000.

These conditions were fulfilled and the Administrator of Highways July 10 awarded you the project, which has been assigned Contract No. 7776.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin August 9, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., Portland, Ore.

July 10, 1972

Mrs. Hazel Grimes
City Recorder
City Hall
Jefferson, Oregon 97352

Dear Mrs. Grimes:

We wish to acknowledge receipt of the City of Jefferson's check #6248 in the amount of $2,080 as payment on the 1972 Special City Allotment project on Church Street between 2nd and 3rd Streets.

The project is now clear for award to the apparent low bidder of North Santiam Sand & Gravel Company.

We appreciate your cooperation in this matter and invite any inquiries.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HSC:ljt

bc: L. H. Young
C. T. Keasey
V. E. Skoog (Attn: John Herr)

Check #6248 rec'd. 7/10/72

By _____

ENGR. ✓ ✓ ✓ ✓
UPE ✓ CE ✓ RE ☐ PPE ☐

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 10, 1972

County-City
Mr. Vernon F. Skoog
O F F I C E

Dear Sir:

Attached we hand you, for deposit in the State Highway Fund, Warrants, Checks, Draft Cash, etc., as follows:

FROM	KIND	NO.	AMOUNT	FOR
City of Jefferson	Check	6248	$2,080.00	curbs on the project on Hazel Street between 2nd & 3rd

RECEIVED
COUNTY & CITY SECTION
JUL 10 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE

Receipt of the above is acknowledged.

Signed Linda

Dated 7/10/72

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By C. V. Heak

Assistant Secretary

SCA

City of Jefferson

Jefferson, Oregon
Telephone 327-2098

July7, 1972

Oregon State Highway Division
Salem, Oregon

Dear Sir :

In reply to your letter of June 29, 1972. find enclosed a check for the amount of $2,030 made payable to the State Highway commission the amountfor the curbs on the project on ~~Hazel~~ Street between 2nd & 3rd.

church ?

Very truly yours
Hazel A. Grimes
City Recorder

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
COUNTY & CITY SECTION
JUL 10 1972
☐ ENGR. ☑ COOR. ☐ OE ☒ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☒ RPE ☐

RECEIVED
JUL 11 1972
FOR FILING

7776

July 6, 1972

North Santiam Sand and Gravel, Inc.
Box A
Stayton, Oregon 97383

Gentlemen

The State Highway Commission today accepted your bid in the amount of $17,675.20 on the Jefferson (Church Street) Section in the City of Jefferson in Marion County, which was the low bid received for that job on June 29, 1972.

The Commission referred the bid to the Administrator of Highways with authority to award the contract to you as soon as the City of Jefferson approves the project and deposits $2,000. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Hand, Assistant Secretary

kl

bc C. T. Kenney
Walt Hart
J. B. Boyd
Keats Oliver

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

PROJECT NUMBER
#9

LOCATION
MARION COUNTY

Jefferson (Church St.) Section
City of Jefferson
17,621.50

OWNER
Oregon State Highway Department

DATE OF OPENING BID
June 29, 1972

BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $

(3) LOW BIDDERS

North Santiam Sand & Gravel Inc	Salem Ready Mix	Cushing Bros Inc
Salem	Salem	Salem
NO.	NO.	NO.

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. General Exc.	1	4564	4200	6500
2,580	S.Y. 1" - 0 Aggregate Base, 7-1/2" Thick	2	1 42	1 52	2
2,580	S.Y. Cl. "B" Asphalt Conc., 3" Thick	3	1 87	2 30	4
50	L.F. 8-inch Sewer Pipe	4	4 46	6 60	10
2	Only Concrete Inlets, Type CG-1	5	199 50	200	200
140	S.Y. Concrete Driveways	6	9 24	10 60	10
940	L.F. Concrete Curbs	7	2 21	1 60	2
4	Only Adjusting Manholes	8	52 50	75 00	100
1	Only Reconstructing Concrete Manholes	9	420	330	300
			17675 20	18403 60	26860
			250		
			17,925.20		
		+ 14½%	2599.15		
			20,524.35		
	6-29-72 Called Hazel, Grimes → Adv. Deposit		$2080 2077.40	Lo- Curbs	

RECEIVED
JUN 1 3 1972
FOR FILING

bc R. L. Schroeder
L. H. Young
C. T. Keasey
V. E. Skoog, attn: John Herr
J. B. Boyd

OREGON STATE HIGHWAY DIVISION

7776

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 29, 1972

Mrs. Hazel Grimes
City Recorder
City Hall
Jefferson, Oregon 97352

Dear Mrs. Grimes:

On June 29, 1972, the State Highway Commission opened bids on the 1972 Special City Allotment project on Church Street. The apparent low bid was submitted by North Santiam Sand and Gravel Company, Inc. of Stayton.

The anticipated cost is as follows:

Contractor's bid	$ 17,675.20
Anticipated additional items:	
Flagging (State share)	250.00
	$ 17,925.20
Engineering & Contingencies (14½%)	2,599.15
TOTAL	$ 20,524.35

As the contract cannot be awarded until the City has deposited its estimated share of cost, please forward, at your earliest convenience, a check to this office in the amount of $2,080 made payable to the State Highway Commission. The above amount is for curbs.

Very truly yours,

George M. Baldwin
Administrator of Highways

NOTED
TOM EDWARDS

By Gary E Zehnder

for H. S. Cox
County and City Engineer

RECEIVED
JUN 30 1972
OFFICE OF
STATE HIGHWAY ENGINEER

GEZ:lat

NOTED
R. L. SCHROEDER

324-1447

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 5, 1972

SUBJECT: Church Street
Jefferson City Street

To: Clarence Swenson
SPECIFICATIONS ENGINEER

The chairman of the Jefferson Street Committee has told Resident Engineer, Keats Oliver, the street may be closed during construction.

The special provisions should provide for closing the street through traffic but maintaining access to the abutting owners. Appropriate barricading and signing should be required.

Original signed by, Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW:rps

cc: H. S. Cox

RECEIVED
COUNTY & CITY SECTION
MAY 9 1972
ENGR. C.JR. UE
UPE CE RE RPE

Section Jefferson (Church St.) Project Allotment $

Highway City Street Project Length 0.09 mile

County Marion Completion Time 95 Calendar Workdays

Kind of Work Grading & Paving

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 17,621 50

Anticipated Additional Items:

Flagging (State Share)	$ 250 -	
Slide Correction		
Railroad Protective Costs (107.24)		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Stage Construction Striping		
Temporary Erosion Control (107.08)		
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		$ 250 -
Install Water Meter		
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Adjust Utilities (105.06)		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages (107.25)		
		$ 17,871 50

Engr. & Cont. (14.5 %) 2,591 37

TOTAL $ 20,462 87

Credit for

Estimated Net Authorization, Construction $

ok
County - City
5-9-72 Johnson

Fillmore (Church St.) Section

Grading & Paving

Estimate

	Unit	Quant	Unit Price	Amount
General Excavation	All	All	Lump Sum	3700 —
1"-0 Aggregate Base, 7½ inches thick	Sq. Yd.	2580	1 62	4,179 60
Class "B" Asphalt Concrete, 3 inches thick	Sq. Yd.	2580	2 13	5495 40
8-inch Sewer Pipe	Lin. Ft.	50	6 15	307 50
Concrete Inlets, Type CG-1	One	2	200 00	400 00
Concrete Driveways	Sq. Yd.	140	7 50	1,050 00
Concrete Curbs	Lin. Ft.	940	1 85	1,739 00
Adjusting Manholes	One	4	125 —	500 —
Reconstructing Concrete Manholes	One	1	250 —	250 —
				17,621 50

ENGR. ☑ COOR. ☑ DE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ ME ☐ E ☐

SALEM, OREGON
April 3, 1972

Mr. Victor D. Wolfe
Location Engineer

BUILDING

Attn: Mr. P. L. Carstensen

SCA Project 1972
Church Street
City of Jefferson

The survey data on subject section has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt
Att.
Survey Data handed to P.L. Carstensen
4-3-72 G.E.Z.

NARRATIVE REPORT
Jefferson (Church Street) S C A Project
Marion County

This is a location survey to prepare plans, specifications, and estimate for reconstruction and widening Church Street in Jefferson between 2nd Street (State Hwy.) and 3rd Street. A curbed section 44 feet wide is proposed. Length is 0.09 mile.

Excess excavation (approx. 1300 cu yds.) should become property of the contractor at point of excavation.

Surfacing materials are available from commercial sources.

The following utilities are located within the project:

Pacific Power and Light Co. (should not be affected by construction work)
Pacific N W Bell tele (should not be affected by construction work)
N W Natural Gas Co. (some adjustment may be necessary)
Water system-City of Jefferson (some adjustment may be necessary on cross lines)
Sanitary sewer system-City of Jefferson(some adjust may be necessary on cross lines)
Storm sewer system (no adjustment should be necessary)

Keats Oliver
Resident Engineer

Form E49x

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ... OF ..... SHEETS

Summary and cost estimate Jefferson (Church St.)

	item	unit	net	allow	gross		unit price	amount
general excavation		all			(1300 cy at $2.50)		3250.00	3250.00
trench excavation		cu yd	10	1	11		5.00	55.00
coarse aggregate base 6"thick		sq. yd	2537	263	2800		1.05	2940.00
¾-0 aggregate base 1½" thick		sq. yd.	2493	247	2740		0.30	822.00
class "B" A C 3" thick		sq yd	2493	247	2740		2.00	5480.00
8 inch concrete sewer pipe		lin ft	40	4	44		4.00	176.00
concrete inlets type G-1		each	2	-	2		150.00	300.00
concrete driveways		sq yds	103	10	113		9.00	1017.00
concrete curbs type "C"		lin ft	861	79	940 ($55 per cu yd)		1.70	1598.00
adjust manholes		each	4	-	4		100.00	400.00
reconstruct manholes		each	1	-	1		200.00	200.00
remove structures and obstructions	all						200	200.00
temporary protect & direct traffic	all						100	100.00
								16,538.00
					plus 20% cont. & engr.			3,307.60
						TOTAL		19,845.60

prices subject to review by cost section

RECEIVED
MAR 27 1972

FOR FILING

7776

March 1, 1972

City of Jefferson
City Hall
Jefferson, Oregon 97352

MISC. CONTRACTS and
AGREEMENTS No. 4438

Attention: Mrs. Hazel Grimes
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a finance construction agreement covering improvement of Church Street from Second through Third Streets.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm
Att.

cc H. S. Cox
(agree. att.)

SCA
12

City of Jefferson
Jefferson, Oregon

February 8, 1972

Oregon State Highway Division
Highway Building.
Salem, Oregon.

Dear Mr. R. L. Porter:

The Jefferson City Council at a meeting on February2, 1972, went on record as approving of the grant monies offered to the City by provisions of O. R. S. 366.805.

At this meeting Mr. H. S. Cox indicated the original estimate was dropped down to a figure of $21,400.00. This estimate was favorably excepted by the Council.

If this is exceptable, we will insert the figure of $21,400.00 in the place of $30,000.00 and foward these agreements to you.

This letter supercedes the letter of January 13, 1972.

Thank you for your patience.

Clausie H. Ammon

Clausie H. Ammon
Mayor City of Jefferson

RECEIVED
COUNTY & CITY SECTION
FEB - 9 1972
ENGR. CONR. UE
UDE CE RE RPE

RECEIVED
FEB 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

cc: F.B. Klaboe
E.S. Hunter
R.L. Schroeder
J.B. Boyd
Keats Oliver

As per memo of 2-3-72.
Proceed with this project.

RECEIVED
FEB 10 1972

FOR FILING

7776

MEMO TO FILES

February 3, 1972

As requested by Mayor Clausie Ammon, H. S. Cox and I met with the Mayor, City Recorder and five councilman at their council meeting February 2, 1972 at 8:00 p.m. in Jefferson. Mr. Cox informed the members of the council that we had received their letter declining the 1972 Special City Allotment project on Church Street. The council was confused as to particulars of the SCA program, so the program was outlined in detail. It was pointed out that a revised estimate had been prepared based on the Soils and Geology Unit's recommended base design. In this case, the base was reduced, thus reducing the estimated cost of the total project on Church Street from Second Street to Third Street to $21,000+. Of this amount the City would be required to pay the cost of the curbs which is $1,650.

The council at this point voted to accept this project. A letter to this effect is forthcoming from the City, as are the signed agreements for this project.

Gary E. Zehner
Gary E. Zehner
Cities Engineer
County and City Section

NOTED
F. B. KLABOE

GEZ:ljt

cc: F. B. Klaboe ✓
E. S. Hunter
R. L. Schroeder
J. B. Boyd
Keats Oliver

NOTED
F. B. KLABOE

RECEIVED
FEB 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

MEMO TO FILES

January 27, 1972

Re: Footpaths and Bike Trails
SCA Projects
Haines, Heppner, John Day, Chiloquin, Island City, Jefferson, Mt. Angel, North Powder, Sheridan, Sherwood, and Veneta

Footpaths and bike trails will not be established under these projects as per ORS Chapter 366, Section 2, subsection 3(a) which states that "The amount expended by the commission or by a city or county as required or permitted by this section shall never in any one fiscal year be less than one per cent of the total amount of the funds received from the highway fund. However, this subsection does not apply to a city in any year in which the one per cent equals $250 or less."

Gary E. Zehner
Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
V. D. Wolfe
L. H. Young
W. H. Tebeau

Memo to Files
Church St. SCA. 1972 Project

January 18, 1972
8:20 a.m.

Jefferson Councilman.

Marion Towery called regarding the 1972 SCA project on Church St. He requested that we rescind the forth coming letter from the city in which they decline the SCA project. He said the city felt the project estimate was too high and that ~~[illegible]~~ the bids for the project would run close to the $25000 figure. According to Mr. Towery the city was unaware that they could reject the project if bids were too high ~~much in excess of the Cities capabilities~~. He said at this time he was unfamiliar with the cities capabilities toward participating in this project.

The city is going to ~~[illegible]~~ call an emergency council meeting and try to make a decision on the Church St. SCA project. They will inform us of the outcome of this meeting and the cities financial capabilities.

Mr. Clousie Ammon
The Mayor
City Hall
Jefferson, Oregon 97352

January 18, 1972

Dear Mayor Ammon:

In our telephonic conversation of January 18, 1972 you stated that a letter was enroute to this office declining the 1972 SCA project on Church Street due to inadequate funds. You requested that we hold this letter pending further action by the City Council.

Our preliminary estimate remains at $30,000 to construct the 44' curbed Church Street from 2nd Street to 3rd Street. It is state policy to award a contract to the lowest bidder if his bid is not over 10% above the preliminary estimate. Of the $30,000, the State share would be $25,000. If the City is unable at this time to pay all costs of the project in excess of $25,000, it may be in the best interest of both the City and the State to reject this project.

On December 14, 1971 three copies of an agreement covering the 1972 Special City Allotment Project on Church Street were forwarded to the City for signature.

RECEIVED
MAR 6 - 1972

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

7776

Section: Church Street
Highway: City of Jefferson
County: Marion
Prefix:

Res. Engr. Keats Oliver
Approx. Length 0.08± mile
Sta. 2nd St. to Sta. 3rd St.
Date 1-14-72

Mean Truck A.D.T. 78
Traffic Coefficient 7.1
18 kip s. a. per day 17.5
(1)

Annual Precipitation 51"+ (Stayton)
Frost Penetration - - - -
CBR Total Requirement *16.5"

Typical Soil

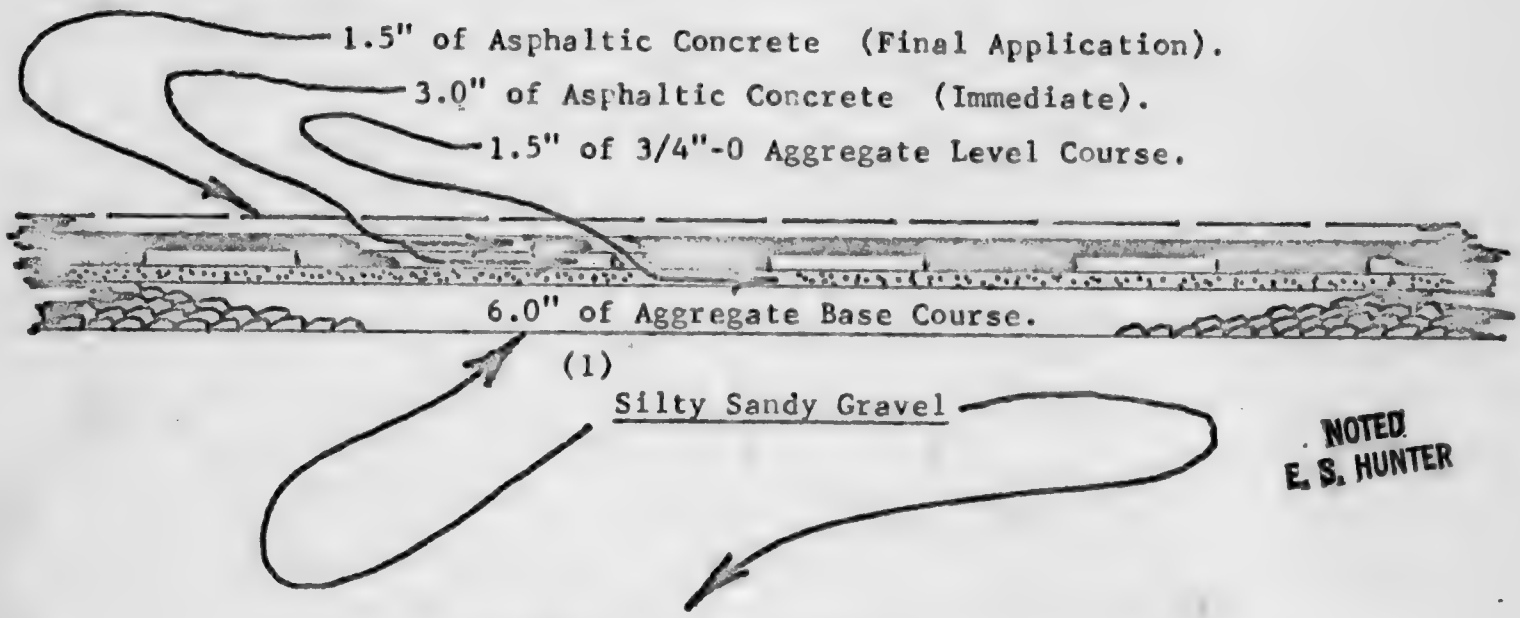
21 LL
3 PI
38 %P 10
11 %P 200
62 % Gravel
20 % C Sand
7 % F Sand
8 % Silt
3 % Clay
34 R Value
A-1-a AASHO Classif.

Materials Source:

Commercial sources are available.

Credit	Actual Thick.	Component
3.0	1.5	A.C. (F.A.)
6.0	3.0	A.C. (I.)
1.5	1.5	A.L.
6.0	6.0	A.B.
*16.5	12.0	

STRUCTURAL SECTION


1.5" of Asphaltic Concrete (Final Application).
3.0" of Asphaltic Concrete (Immediate).
1.5" of 3/4"-0 Aggregate Level Course.
6.0" of Aggregate Base Course.
(1)
Silty Sandy Gravel

NOTED
E. S. HUNTER

*Minimum for traffic classification.

Submitted by _____ Base Design Engineer

Recommended by _____ Engineer of Materials and Research

Recommended by _____ Location Engineer

Approved by _____ Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

County-City (2)

SECTION: Church Street

HIGHWAY: City of Jefferson

COUNTY: Marion

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*3/4"-0 Aggregate Level*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
6.0 - 7.0	3.0"	2.0"	7.0"	15.0"	12.0"
4.8 - 6.0	2.0"	2.0"	6.5"	12.5"	10.5"
Cars Only	2.0"	2.0"	5.0"	11.0"	9.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Church Street

HIGHWAY: City of Jefferson

COUNTY: Marion

240 Present ADT (19 72)

5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	40	1.6	64	52	450	23,400
3	10	1.6	16	13	1000	13,000
4	0	---	--	--	1250	- - -
5	10	1.6	16	13	3180	41,340
6	0	---	--	--	2570	- - -
				78	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 77,740

TWENTY YEAR EWL 1,554,800

TRAFFIC COEFFICIENT 7.1

SECTION: Church Street

HIGHWAY: City of Jefferson

COUNTY: Marion

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See Remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C., P.C.C., and Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This is a short (0.08 mi.) section and traffic does not warrant the use of C.R.P.C.C.

City of Jefferson
Jefferson, Oregon

January 13, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. R. L. Porter

The Jefferson City Council by motion decided not to participate in the program pursuant to the provision of O.R.S.366.805 where by Cities were eligable for grant monies.

Due to the estimate cost of $30,000.00 for the work on Church St. it was felt the City would not be able to finance their share without depleting the Cities street fund to a degree where normal maintainance of streets would be jepordized.

Thank you for your cooperation and I am sorry we could not participate.

Yours truly
Clausie H. Ammon

Clausie H. Ammon
Mayor City of Jefferson

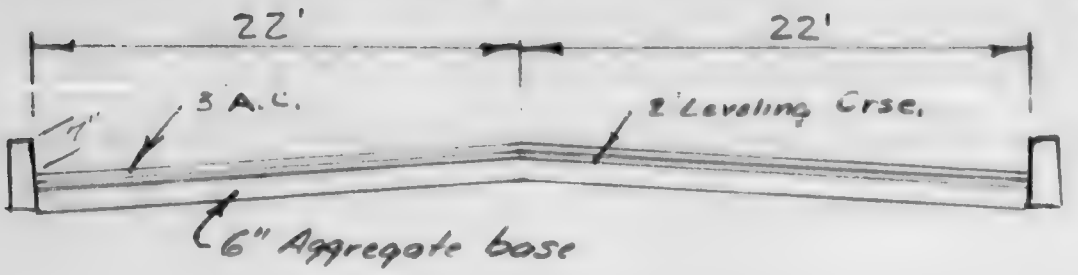
C.H.A.: hg

NOTED
R. L. SCHROEDER

RECEIVED
JAN 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

CHURCH ST. - JEFFERSON
REVISED BASE COMPUTATIO

1-28-72
Z.



Length 0.08 mi. = 422'
extra length = 70'
492'

Gen. Exc. $1.5' \times 492' \times 45' \times 1.1 = 1353$ Cu. Yd.
27

Base $44' \times 0.5' \times 492' \times 1.43 =$ 574 Cu. Yd.
27

Level. Crse $44' \times 0.17 \times 492' \times 1.43 = 195$ Cu. Yd.
27

Watering $769 \times 0.0275 =$ 22 M. Gal.

REVISED ESTIMATE

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 600
Clearing & grubbing	all	all	L.S.	—
General excavation	c.y.	1353	2.50	3383
Finishing roadbed & slopes ($1,500)	mile	-	—	
Trench excavation	c.y.	12	8.00	96
Watering	M-gal.	22	5.50	121
Level material (3/4-0)	c.y.	195	5.75	1121
Base material	c.y.	574	5.50	3157
Asphalt	ton	434	12.00	5208
Binder	all	all	L.S.	360
Concrete inlets GB-1	each	4	200.00	800
Culvert pipe 12-inch Sew. Pipe	lin. ft.	42	6.00	252
Concrete curbs "C" Type	c.y.	30	55.00	1650 - City
P.C. Conc. Aprons	S.Y.	54	7.50	405
Adj. M.H	each	3	100.00	300

*Items include 10% allowance

Total	$17,453
Perm. signing ($100/intersection)	100
Flagging	300
Total	$17,853
Engineering & contingencies (20%)	3,571
Total	$21,424
City's estimated share of survey	—
TOTAL ESTIMATED COST	$

ENGR. ☑ ☐ ☐ ☐ ☑
☑ UPE ☐ GE ☐ RE ☐ RPE ☐

December 14, 1971

Mrs. Hazel Grimes
City Recorder
City Hall
Jefferson, Oregon 97352

Dear Mrs. Grimes:

Enclosed are three copies of an agreement covering the 1972 Special City Allotment project on Church Street.

Please have the Council consider the contents of the agreement and if they approve, have the Council adopt a resolution similar to the enclosed sample, authorizing the Mayor and yourself to sign the agreement. Return all three signed copies of the agreement accompanied by three signed copies of the resolution to this office. After certification by the Highway Commission Secretary, a fully executed copy will be returned for the City's records.

Your earliest consideration of this matter would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By
Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:ljt

Encl.

No 90-#

2-17-72
Called Hazel Grimes, re. agreement, told her to revise the figure on page 2 to the present estimate figure of 21,500 or 25,000 which ever they wished. She said they would change to 21,500 and send today. HCJ.

ENGR. COOR. DE AE UE
UPE CE RE RPE

December 8, 1971

Mrs. Hazel Grimes
City Recorder
City Hall
Jefferson, Oregon 97352

Dear Mrs. Grimes:

On November 24, 1971, the State Highway Commission approved the city's request for a 1972 Special City Allotment project to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the attached project description and city map, showing in red the limits of the approved project. Also attached are regulations pertaining to these projects.

You will be contacted in the near future concerning construction details.

Very truly yours,

R. L. Porter
State Highway Engineer

By

H. S. Cox
County and City Engineer

OHN:ljt
Att.

cc: J. B. Boyd

SCA

City of Jefferson

Jefferson, Oregon

October 15, 1971

REFERRED TO
SI Cox
BY SECRETARY

RECEIVED
COUNTY & CITY SECTION
OCT 19 1971
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Oregon State Highway Division

State Highway Building
Salem, Oregon 97310

Dear Sir:

At a special meeting the Jefferson City Council passed by an Unanimous vote of Council members present by a motion to accept the allocation of $25,000.00 which was made possible through O.R.S. 366.805 by the Oregon State Highway Division.

The City of Jefferson will assume all costs over the Amount of $25,000.00

City of Jefferson
Clausie A. Ammon
Clausie A. Ammon
Mayor City of Jefferson

CHA:hg

NOTED
H. S. COX

RECEIVED
OCT 2 [illegible]
STATE HIGHWAY COMMISSION

SCA

September 16, 1971

Mrs. Hazel Grimes
City Recorder
City Hall
Jefferson, Oregon 97352

Dear Mrs. Grimes:

Reference is made to my letter of August 30, 1971, which said the estimated cost of Church Street from 2nd Street to the railroad property was $45,000.

Since this amount is likely to be beyond the financial ability of the City, I have made an estimate for Church Street from 2nd Street through 3rd Street. My rough estimate for a 44' curbed street, based on a reconnaissance investigation, is $30,000. If 4' concrete walks are included, the cost would be $32,000. Of the above, the State share would be $25,000.

If you wish, we can submit this short length section of Church Street from 2nd Street through 3rd Street to the Highway Commission for consideration of construction (1972) under a Special City Allotment project instead of the full length project originally proposed for submittal. Please let us know.

Should the Highway Commission look with favor on your project, would the City of Jefferson be willing and able to pay all costs of the project in excess of $25,000?

Please let us know if the City will want the short job above described, or the full length job submitted; and the letter should state the City's willingness and ability to participate in the project and pay all costs of the project in excess of $25,000. Early receipt of a letter in regard to the above would be appreciated.

If there are any questions, feel free to ask.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:mm

ENGR. ✓ COOR. ☐ GE ☐ AE ☒ UE
✓ UPE ✓ GE ☐ RE ☐ RPE ☐

August 30, 1971

Mrs. Hazel Grimes
City Recorder
City Hall
Jefferson, Oregon 97352

Dear Mrs. Grimes:

It is planned to submit your proposed project on Church Street from 2nd Street to the railroad to the Highway Commission for consideration of construction (1972) under the Special City Allotment Act (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $45,000 for a 44' curbed street. The State's share would be $25,000.

Should the Highway Commission look with favor on your project, would the City of Jefferson be willing and able to pay all costs of the project in excess of $25,000?

Early receipt of a letter stating the City's ability and willingness to participate in the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:lat

June 7, 1971

City of Jefferson
P. O. Box 83
Jefferson, Oregon 97352

This is to acknowledge receipt of a resolution adopted by the City of JEFFERSON requesting aid from the annual $250,000 Special City Allotment fund.

Enclosed are two sets of project data sheets which are to be filled out for the requested street improvement. Please make appropriate entries on both sets, retain one set for your records, and forward one set to this office. Expeditious handling of this matter will be appreciated.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1972 program.

Very truly yours,

R. L. Porter
State Highway Engineer

By: H. S. Cox
County and City Engineer

OHN:ljt
Encl: SCA Project Data Form

RECEIVED
COUNTY & CITY SECTION
JUN 7 - 1971
ENGR. COOR. DE AE UE
UPE CE RE RPE

RECEIVED
COUNTY & CITY SECTION
JUN 7 - 1971
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

R E S O L U T I O N

6-3-71

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Jefferson is an incorporated city of the State of Oregon and has a population of 950 as given by the latest official census; and

WHEREAS, the following streets of said city, Jefferson

Hazel Street from 2nd. St. to 7th St.

Church St. from 2nd St. to Railroad

Mill St.

Ferry St.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

:c-50, 1959 Rev.)

4. That the City of Jefferson does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Wallace Dawson as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 2nd day of June, 1971.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Jefferson Oregon at a regular or special meeting of said Council, held on the 2nd day of June, 1971, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 4th day of June, 1971.

Hazel A. Grimes
City Recorder

(cc-50, 1959 Rev.)

S.C.A. Investigation Data

City of Jefferson Date 7/1/71 Div. 2
Population: 1966 800 1971 936
Street Church St. from 2nd to 3rd St. (inclusive)

No. previous projects 0
Last project — (year)
Total SCA funds $ —
Funds/capita $ —
Average/capita $ 4481

EXISTING

Surface now in place: A.C. ✓ Oil ___ Gravel ___ Concrete ___
Surface width: 18 feet, Shoulder-shoulder width: ___ feet
C-C width: ___ feet, R/W width: ___ feet
Remarks: There is ample room for a 44' curbed street on Church. The 18' pavement is badly broken, mostly by truck traffic to the grain storage company at the East end. I told Mayor Ammon what the job would cost for the full length (not this short job)

PROPOSED

Surfacing: A.C. ✓ Oil ___ Other ___
Pave. width: 24 feet, Shoulder width 10 feet, C-C width: 44' feet
BASE DESIGN: A.C. 3" inches, Leveling 2 inches, Base 15 inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.08 mile, 492 / 422 feet. Type curb: "C" type Curb
Remarks: a good project AHM

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 600
Clearing & grubbing	all	all	L.S.	—
General excavation	c.y.	2074	2.50	5185
Finishing roadbed & slopes ($1,500)	mile	—		
Trench excavation	c.y.	12	8.00	96
Watering	M-gal.	45	5.00	225
Level material (3/4-0)	c.y.	195	5.75	1121
Base material	c.y.	1433	5.50	7882
3" Asphalt	ton	434	12.00	5208
Binder	all	all	L.S.	360
Concrete inlets GB-1	each	4	200.00	800
Culvert pipe 12-inch Conc. Pipe	lin. ft.	42	6.00	252
Concrete curbs "C" Type	c.y.	30	55.00	1650
P.C. Conc Aprons	Sq Yd	54	7.50	405
Adj. MH.	each	3	100.00	300

*Items include 10% allowance

Total	$ 24084
Perm. signing ($100/intersection)	100
Flagging	300
Total	$ 24,484
Engineering & contingencies (20%)	4897
Total	$ 29,380
City's estimated share of survey	268
TOTAL ESTIMATED COST	$ 29,648
	2,343 work sheet
Say 30,000 32,000 w.wks	31,991

1800 × 438.00 / 29380 = 268

Jefferson
Church St. from 2nd St.
to 3rd. St. Inclusive

length 0.08 Mi = 422'
extra length 70'
492'

Gen'l Exc $\frac{2.3 \times 492 \times 45 \times 1.1}{27} = .2074$ C.Y.

1'

Trench Exc $\frac{42 \times 3.0 \times 2.2 \times 1.1}{27} = 12$ CY

42' Sew. Pipe 12"
4 Conc. Inlets

Base $\frac{44 \times 12.5 \times 492 \times 1.43}{27} = 1433$ C.Y.

Lev. Cs $\frac{44 \times 0.17 \times 492 \times 1.43}{27} = 195$ CY

Watering $1628 \times 0.0275 = 45$ M-Gals

Binder Cs #360

Conc. Curb "C" Type $970 \times 0.031 = 30$ C.Y.

3" A.C. Pav't $4.92 \times 88.3 = 434$ Tons

Conc. Aprons $6 \times 9 = 54$ □yds

Conc Walks $4 \times \frac{800}{9} = 355$ Sq. Yds. @ 5.50 = #1953.00 / 1.20 = 2343

S.C.A. Investigation Data

City of Jefferson Date 7/1/71 Div. II No. previous projects 0
Population: 1960 2000 1971 936 Last project — (year)
Street Church St from 2nd to E Total SCA funds $ 0
Funds/capita $ —
Average/capita $ 4481

EXISTING

Surface now in place: A.C. ✓ Oil ___ Gravel ___ Concrete ___
Surface width: 18 feet, Shoulder-shoulder width: ___ feet
C-C width: — feet, R/W width: ___ feet
Remarks: There is ample room for a 44' curbed st. on Church. The 18' pavement is badly broken, mostly by truck traffic to the Grain storage Company at the E. end. There is a set of Concrete steps on the north side 18' out. [illegible]

PROPOSED

Surfacing: A.C. ✓ Oil ___ Other ___
Pave. width: ___ feet, Shoulder width ___ feet, C-C width: ___ feet
BASE DESIGN: A.C. 3 inches, Leveling 2 inches, Base 15 inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.145 mile, 765 feet. Type curb: "C"
Remarks: I looked at all of the streets in the resolution. They were paved approximately 20' wide and the pavement was unbroken, except for that on Church St. The outside traffic, much of it grain trucks was responsible for the distress of Church St. a good project. Over

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 800
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.	3220	2.50	8050
Concrete sidewalks	sq. yd.	—		
Trench excavation	c.y.	12	8.00	96
Watering	M-gal.	71	5.00	355
Level material (3/4-0)	c.y.	304	5.75	1748
Base material	c.y.	3230	5.50	12,540
Asphalt	ton	675	12.00	8,100
Binder	all	all	L.S.	
Concrete inlets GB-1	each	4	200.00	800
~~Culvert~~ pipe 12" [illegible]	lin. ft.	42	6.00	252
Concrete curbs "C"	c.y.	47	55.00	2585
Adj MH	each	4	100.00	400
Conc Dwys	Sq Yds	72	7.50	540

*Items include 10% allowance

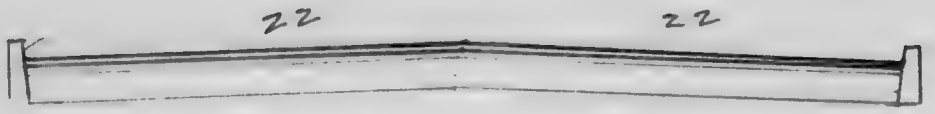
Total	$ 36,266
Perm. signing ($100/intersection)	100
Flagging	300
Total	$ 36,666
Engineering & contingencies (20%)	7333
Total	$ 43,999
City's estimated share of survey	864
TOTAL ESTIMATED COST	$ 44,863

Phoned Mayor Ammon re: price etc

2000 × 19000/44000 = 864

58.80 --

45,000



Jefferson 7/1/71
Church St from 2nd to RR property line (W)

7"
3'
2" 3.2"
15" 2.0"

Gen' Exc

$\frac{2.3 \times 76.5 \times 45 \times 1.1}{27} = 3220$ C.Y

40.30?

Trench Exc $\frac{42 \times 3.0 \times 2.2 \times 1.1}{27} = 12$ C.Y.

42'-12" Sew. Pipe

4 Conc Inlets

Base $\frac{45 \times 1.25 \times 76.5 \times 1.43}{27} = 2280$ C.Y.

Lev Cs $\frac{44 \times 0.17 \times 765 \times 1.43}{27} = 304$ C.Y.

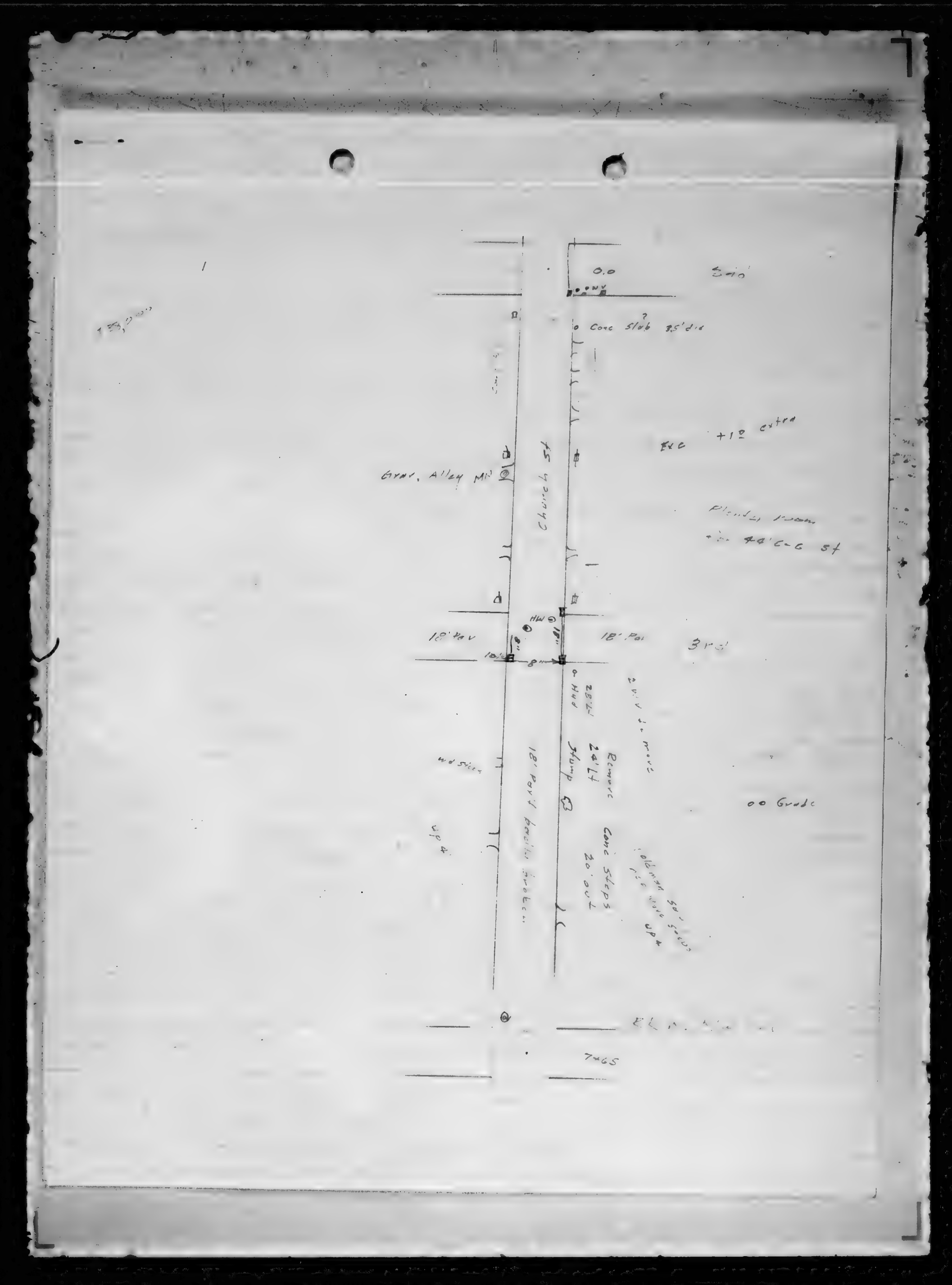
Watering 2584 x 0.0275 = 71 M-Gals

Binder Cs 4400 x .145 = 630??

Conc Curb "C" Type 1500 x 0.031 = 47 C.Y.

3" A.C. 7.65 x 88.3 = 675 Tons

8 Conc Aprons 72' yds


0.0
Conc Slab 3.5' dia
Exc +1± extra
Gravel Alley Min
Channel St
Planting Area
+ to 40' C-C St
HW
18' Pav
18' Pav
3 Inlet
Remove 24" LH 20' out
Conc Steps
Stump
18" Perf Pipe Under
No Steps
up 4
00 Grade

Jefferson
July 1, 1971

Church St.

.0 2nd

.08 3rd

0.145 Gun. Storage & End of St

Hazel St

0.0 2nd

0.08

.125 alley

.145 RR

.18 - Grill etc

0.25 5Th

Curb Lt

0.325 6 Th

0.40 7Th End

00 Ferry

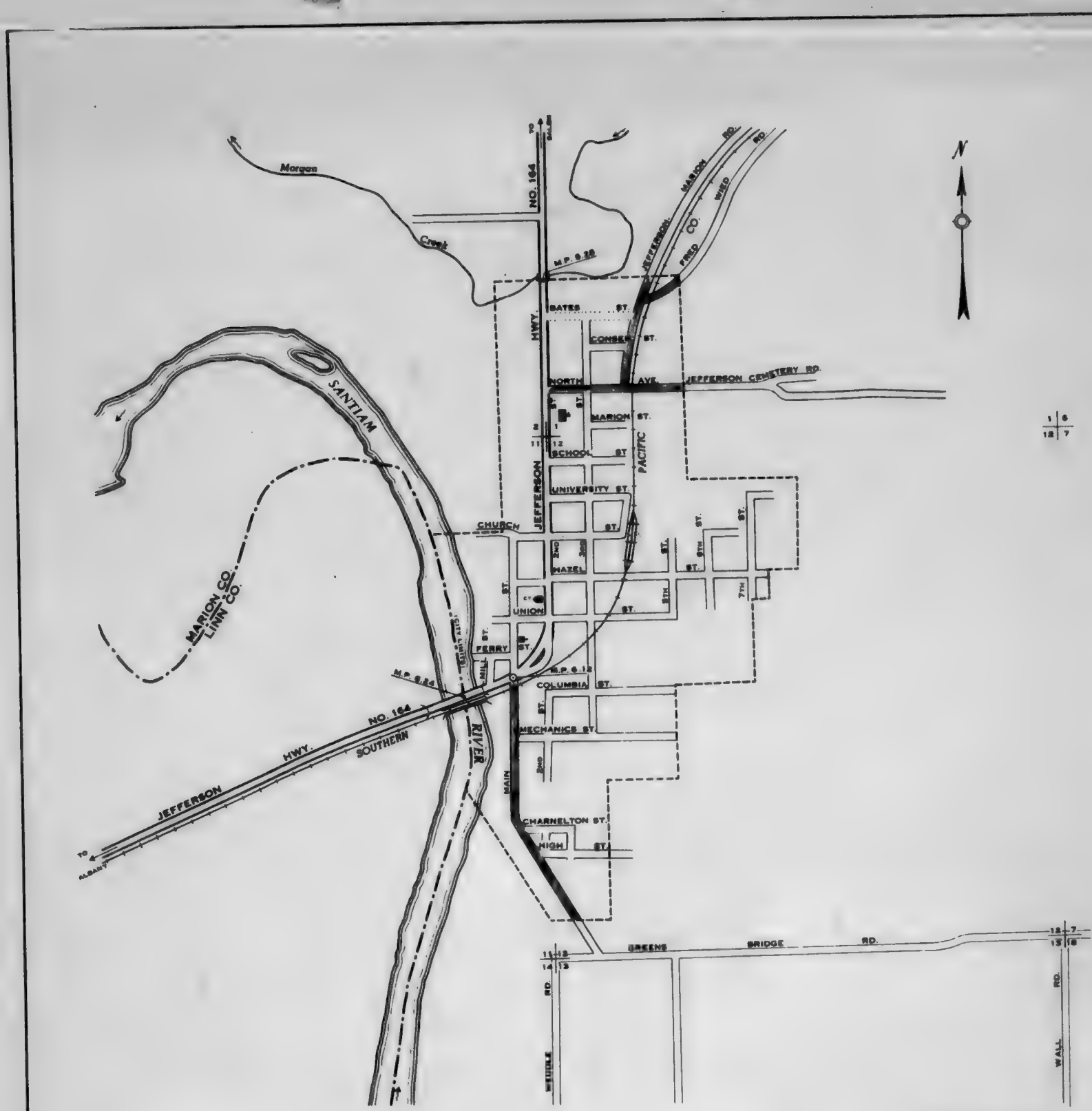
0.06 Hwy

Pavt 20' wide unbroken

00 Ferry & Mill

0.04 Hwy

Pavd 21' wide unbroken



SIGNED ROUTES

INTERSTATE 5
U.S. 99
ORE. 99

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- CY – City Hall
- CT Court House
- A – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.
- City Center M. P. log

JEFFERSON

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 870

Scale in Feet

Revised June 1968

County Rds. within corp. City Limits 6/14/71 Ctrs.

Jefferson never had a jail

7777 Boones Ferry Rd.-Pac. Hwy. East Sec.
of Hills.-Silv. Hwy. in Woodburn. 1972
(Grading, paving, and structures) #2

C+A 4425
AAR 515
RR 1137

1777

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

February 14, 1978

Mr. James Fournier
Attorney at Law
195 Main Street
Mt. Angel, OR 97362

Subject: R. J. Jennings
File #45405
Boones Fry Rd. - Pacific E. Section
Hillsboro-Silverton Highway

Dear Mr. Fournier:

The John Jennings file was negotiated with only two points of access in Lots 3,4, and 5, Walilale Home Tracts; one at 1177+23 and one at 1187+95. I am enclosing a copy of the map plus a copy of the warranty deed signed by Mr. and Mrs. Jennings at that time.

It was agreed that the owner, Mr. Jennings, would construct the access at 1177+23 and the State would construct the access at 1188+05.

Very truly yours,

J. B. Boyd
Right of Way Manager

JBB:jk,lb

encls.

cc: H. S. Coulter
Rick Kuehn

RECEIVED
STATE HWY ENGR
FEB 15 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

N 9B S 17 W M

HOME

CITY LIMITS

Marion Co
671-138

E. Jennings
571-358

1' Strip
45407

1175

45'

S 86°24'15" E

1180

AVE.

45403

1185

G & M Springer
503-603

EMW

A

A

2

F & E. Schroeder
307-606

R 1 W
W M
3-8-14

TRACTS

E. Jennings
571-350

J. Fikon
158-464

F & E. Schroeder
507-606

A & C Bubic
J & K Homstroe
643-659

LENNERS

HIGHWA

SI

1185

1190

1030

454

45405

1155.70

33.1

File 45405

WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS, That R. J. JENNINGS, also known as J. R. JENNINGS and JOHN R. JENNINGS, and ELAINE JENNINGS, husband and wife, hereinafter called "Grantors", for the consideration of the sum of Three Thousand Six Hundred and No/100 DOLLARS ($3,600.00) received, do hereby convey unto the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, hereinafter called "Grantee", the following described property, to wit:

A parcel of land lying in Lots 3, 4 and 5, Block 1, WOODBURN WALILALE HOME TRACTS, Marion County, Oregon; the said parcel being that portion of said lots included in a strip of land 45 feet in width, lying on the Northerly side of the center line of the Hillsboro - Silverton Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1175+00, said station being 900.06 feet South and 1280.81 feet East of the Northeast corner of the Benjamin F. Hall D.L.C. No. 51, Township 5 South, Range 1 West, W.M.; thence South 86° 24' 15" East 2100 feet to Engineer's center line Station 1196+00.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 0.9 acre, more or less, outside of the existing right of way.

Also for the above stated consideration, there is hereby conveyed to Grantee all existing, future or potential common law or statutory abutter's easements of access between the right of way of the public way identified as the relocated Hillsboro - Silverton Highway and all of Grantors' remaining real property, EXCEPT, however,

Reserving for service of Grantors' remaining property, access rights to and from said remaining property to the abutting highway right of way at the following places and for the following width:

Hwy. Engr's Sta.	Width	Side of Hwy.	Purpose
1177+23	35 feet	Northerly	Unrestricted
1187+95	35 feet	Northerly	Unrestricted

If, after written notice to desist, Grantors, or any person holding under them, shall use any of the above places of access in a width greater than above stated, or shall permit or suffer any person to do so, the right of access therefor shall automatically be suspended and Grantee shall thereupon have the right to close said places of access. The suspension shall terminate when satisfactory assurance has been furnished Grantee that the places of access will be used in a width not greater than above stated.

Grantee has the right to construct or otherwise provide at any future time a public frontage road or roads, whereupon all rights of access hereinabove reserved to and from the highway that are on or adjacent to any such frontage road or roads shall cease, but Grantors, their heirs and assigns, shall have access to the frontage road or roads for any purpose upon obtaining a permit from Grantee under the applicable statutes and regulations governing the same. Said road or roads shall be connected to the main highway or to other public ways only at such places as Grantee may select.

And Grantors do hereby covenant to and with Grantee, its successors and assigns, that they are the owners in fee simple of said property which is free from all encumbrances and will warrant and defend the same from all lawful claims whatsoever.

In construing this instrument, where the context so requires, the plural includes the singular.

933078

m 7-30-71 Marion Co

KNOW ALL MEN BY THESE PRESENTS, That R. J. JENNINGS, also known as J. R. JENNINGS and JOHN R. JENNINGS, and ELAINE JENNINGS, husband and wife, hereinafter called "Grantors", for the consideration of the sum of Three Thousand Six Hundred and No/100 DOLLARS ($3,600.00) received, do hereby convey unto the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, hereinafter called "Grantee", the following described property, to wit:

A parcel of land lying in Lots 3, 4 and 5, Block 1, WOODBURN WALILALE HOME TRACTS, Marion County, Oregon; the said parcel being that portion of said lots included in a strip of land 45 feet in width, lying on the Northerly side of the center line of the Hillsboro - Silverton Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1175+00, said station being 900.06 feet South and 1280.81 feet East of the Northeast corner of the Benjamin F. Hall D.L.C. No. 51, Township 5 South, Range 1 West, W.M.; thence South 86° 24' 15" East 2100 feet to Engineer's center line Station 1196+00.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 0.9 acre, more or less, outside of the existing right of way.

Also for the above stated consideration, there is hereby conveyed to Grantee all existing, future or potential common law or statutory abutter's easements of access between the right of way of the public way identified as the relocated Hillsboro - Silverton Highway and all of Grantors' remaining real property, EXCEPT, however,

Reserving for service of Grantors' remaining property, access rights to and from said remaining property to the abutting highway right of way at the following places and for the following width:

Hwy. Engr's Sta.	Width	Side of Hwy.	Purpose
1177+23	35 feet	Northerly	Unrestricted
1187+95	35 feet	Northerly	Unrestricted

If, after written notice to desist, Grantors, or any person holding under them, shall use any of the above places of access in a width greater than above stated, or shall permit or suffer any person to do so, the right of access therefor shall automatically be suspended and Grantee shall thereupon have the right to close said places of access. The suspension shall terminate when satisfactory assurance has been furnished Grantee that the places of access will be used in a width not greater than above stated.

Grantee has the right to construct or otherwise provide at any future time a public frontage road or roads, whereupon all rights of access hereinabove reserved to and from the highway that are on or adjacent to any such frontage road or roads shall cease, but Grantors, their heirs and assigns, shall have access to the frontage road or roads for any purpose upon obtaining a permit from Grantee under the applicable statutes and regulations governing the same. Said road or roads shall be connected to the main highway or to other public ways only at such places as Grantee may select.

And Grantors do hereby covenant to and with Grantee, its successors and assigns, that they are the owners in fee simple of said property which is free from all encumbrances and will warrant and defend the same from all lawful claims whatsoever.

In construing this instrument, where the context so requires, the plural includes the singular.

933078

REC. 9-30-71 Marion CO.

RECORD OF Deeds BOOK 713 PAGE 142

NOV 29 1971

SED

FILE COPY

Dated this 23 day of September, 1971.

John R. Jennings

Elaine Jennings

STATE OF OREGON, County of Marion

September 23, 1971. Personally appeared the above named R. J. Jennings, also known as J. R. Jennings and John R. Jennings, and Elaine Jennings, who acknowledged the foregoing instrument to be their voluntary act. Before me:

Grace K Andrus

Notary Public for Oregon

My Commission expires 5-25-75

ka/cc

7777

[redacted]-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

January 3, 1978

Salem OR 97310

FILE: ROW 18-2

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Commission Services

B U I L D I N G

SUBJECT: Assignment of Easement
Southern Pacific Trans. Co.
Boones Ferry Rd.-Pacific
Hwy. East Section
Hillsboro-Silverton Highway
Marion County
Contract No. 7777
R/W File 47108
ODOT Agreement No. RR-737

RAILROAD CONTROL
FILE No. 737

The State's original, fully executed counterpart of the above captioned assignment of easement has been handed to Velda DeGuire for processing, after which it will be forwarded to your office for your permanent records. Distribution of conformed copies has been made as indicated below.

The assignment of easement has been recorded in Marion County Records and no further action by the Oregon Department of Transportation, Highway Division is necessary.

JEC:de
cc: J. L. Sollis
J. B. Boyd-w/original & copy
C. O. Fredrickson

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

October 16, 1974

Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: J. B. Boyd
Right of Way Engineer

B U I L D I N G

SUBJECT: Assignment of Easement
Boones Ferry Rd.-Pacific Highway East Section
Hillsboro-Silverton Highway
Marion County
R/W File: 405399, L-6553

Attached are the original counterparts of an Assignment of Easement transferring to the Southern Pacific Transportation Company, the interest of the State of Oregon by and through its Department of Transportation, Highway Division in a permanent easement obtained on the Boones Ferry Road-Pacific Highway East Section of the Hillsboro-Silverton Highway in Marion County. This easement is being assigned to Southern Pacific to enable them to have access to their 100-in. culvert for maintenance purposes, which we constructed for them on this project. The easement was requested by them in a letter to me dated August 9, 1974. This Assignment of Easement is being granted to Southern Pacific Transportation at no cost to them.

Please obtain the approval of this Assignment of Easement from the Chairman or Vice-Chairman of the Oregon Transportation Commission. After the approval is obtained, please forward it to Mr. Klaboe for his signature, and ask that it be returned to me for transmission to Southern Pacific Transportation Company.

JEC:jrk
Attach.

cc: F. B. Klaboe
C. W. Head
J. L. Sollis

NOTED
C. W. HEAD

1777 C

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 124-1129

Salem, Oregon

August 4, 1975

FROM: C. O. Fredrickson
REGION 2 ENGINEER

SUBJECT: Undercrossing of SPRR
(Woodburn) Boones Ferry Road
Pacific Highway E. Section
Hillsboro-Silverton Highway

TO: H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

We are enclosing one copy of a letter from F. T. Lacey, District Engineer, regarding the work which will probably be necessary on the subject structure in order to satisfy the Southern Pacific Railroad. This structure was built by the State Highway Division as a part of a construction project, and we have assumed responsibility for maintenance.

We are also attaching memorandums to the file from A. T. Blachly, Senior Structural Designer in the Bridge Design Section, dated July 23, 1975 and July 21, 1975, indicating the work which was done in order to determine the cause of leakage and some method of correcting the problem. We are also enclosing one copy of a sketch showing the structure and indicating the location of some of the work required.

This work has, so far as we can determine, been caused by an inadequacy in the waterproofing, or an oversight, so far as waterproofing work at various locations on the structure, is concerned. It does not appear that cost involved in correcting this problem should be a part of our maintenance activity. It appears to this office that they should be charged against the original construction project, since the structure has not been in service long enough for a problem of this type to be considered a maintenance item.

Please advise this office of your feelings on how this work should be funded, so that we may be able to proceed when we hear from the Southern Pacific Railroad as to whether the proposed solutions are acceptable to them.

Since final payment to RR has apparently not been made and since there is a SFO written to cover work. — Charge to project — HSC

REFER TO
Walt Hart
BY ASST. STATE HWY. ENGR.

RECEIVED
AUG 4 1975
Office of
Assistant State Highway Engineer

When was bridge built?
Do you have an recommendation about appropriate funds?

COF/elk
Enc.
cc: Walt Hart
John Wood
Art Gottfried

8-18-75
Cy Reasey
Fredrickson

TRANSMITTAL SLIP

DATE: 8-14-75

BALDWIN	CITY-COUNTY	MATERIALS	
KLABOE	CONSTRUCTION	PARKS	
JOHNSON	EQUIPMENT-SHOPS	PERMITS & WEIGH	SECRETARY
HUNTER	ENVIRONMENTAL	PERSONNEL	SIGN SHOP
SCHROEDER	FINANCE	PLANNING	TRAFFIC
COULTER	FHWA	PROJECT MANAGEMENT	TILES
ADM. ASSISTANT	LOCATION	PUBLIC AFFAIRS	MAIL
BRIDGE DESIGN	MAINTENANCE	RADIO	ESHB
CHIEF COUNSEL	MANAGEMENT SERVICES	RESEARCH	REGION ☐
		RIGHT OF WAY	
		ROAD DESIGN	

ATTENTION: H. S. Coulter

FROM: Walt Hart BRIDGE

RECEIVED
AUG 15 1975
Office of
State Highway Engineer

ACTION

- ☐ NOTE AND FILE
- ☐ NOTE AND RETURN TO ME
- ☐ RETURN WITH MORE DETAILS
- ☐ NOTE AND SEE ME
- ☐ PLEASE ANSWER
- ☐ FOR YOUR APPROVAL
- ☐ PREPARE REPLY FOR MY SIGNATURE
- ☐ TAKE APPROPRIATE ACTION
- ☐ PER YOUR REQUEST
- ☐ SIGNATURE
- ☐ FOR YOUR INFORMATION
- ☐ INVESTIGATE

COMMENTS Bridge was built in 1973 and accepted in 1974. Contractor has been paid. There is no final estimate release as yet due to some unresolved railroad expenses. The Const.Sec. indicates(over)

FORM 81-734-3100

SP*10283-734

the State Force Order has been written to cover repairs to the membrane at the railroad structure. This is a state project. No federal funds are involved. Regardless of the functional charge, the money is ultimately going to come out of the same pocket.

Walt

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July 25, 1975

Salem, Oregon

0124-1129

FILE: CON ~~7777~~
Br. ~~13479~~

FROM: F. T. Lacey
District Engineer

TO: C. O. Fredrickson
Region Engineer

SUBJECT: Boones Ferry Rd.-Pacific Hwy E. Sec.
Hillsboro-Silverton Hwy.
Undercrossing of SPRR (Woodburn)

Attached are copies of memorandums from A. T. Blachly in regard to the railroad overcrossing on the Hillsboro-Silverton Highway at Woodburn. Mr. Blachly's letter indicates the problems that were found by our several inspections and tests and I have attached a copy of the sketch indicating some of the problems.

We do have one question "How is the work to be charged?". I believe that a Construction Work Order should be made up to cover this work. The railroad charges to date are approximately $1100. They estimated that the future proposed work would be approximately $4500, if the Highway crews do the work. If railroad crews do the work the cost of the proposed work would be around $7000. It may be that the railroad company will insist that their crews do any work in the ballast area.

We are awaiting information from the San Francisco office of the Southern Pacific Railroad whether our proposed solutions are acceptable to them.

sc

cc Art Gottfried
John Wood

REGION 2 ENGINEER
RECEIVED
JUL 28 1975
RE ULE GEO

cc Cliff Johnson w/attach 7/25/75 sc

IM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July 23, 1975

Salem, Oregon

FILE: CON 7777
Br. 13479

FROM: A. T. Blachly
Senior Structural Designer

TO: Memorandum to the Files

SUBJECT:

Boones Ferry Rd.-Pacific Hwy.E Sec.
Hillsboro-Silverton Hwy.
Undercrossing of SPRR (Woodburn)

Today I was present at an inspection of this bridge in a further effort to determine the source of water leakage. Also present were Art Gottfried, Jim Valentine, and Floyd Lacey of the OSHD and B. E. Kleinhaus, Office Engineer, and J. Murray, Track Supervisor of the SPRR Co.

The principal project was to flood the railroad ballast without overtopping the membrane at the sides of the ballast trough. This was to eliminate leakage due to water running behind the membrane from the sidewalk.

Holes were dug in the ballast rock down to the protective panels at the top of the box beams on the west side of the structure at Bents 1, 2 and 3. Water was then pumped from an OSHD tank truck on to the ballast at about the 2/3 point of span 1. The water rose to a depth of about 7 inches at bent 2 without any appearing at bent 3. Water appeared at the hole at bent 1 to a depth of 2 or 3 inches, flowing rapidly toward that end of the structure.

After about 15 minutes water started leaking between the two center box beams at a distance of a few feet north of bent 2. The leaking proceeded toward the bent and water was soon running down both sides of the cross beam.

The hose from the tanker was then moved to discharge at about the 3/4 point of span 2. About 12 minutes later water began running down the faces of the bent 3 cross beam.

Floyd Lacey then obtained some food coloring which was poured into the hole at the westerly side of bent 1 and a second hole on the easterly side of bent 1. After about half an hour green color from the westerly hole appeared in the water from a spring which had developed near the end of the westerly wing wall. Some time later red color from the easterly hole appeared in water which had been leaking from the vertical joint between the northerly abutment wall and the end of the easterly box beam. No color was visible in the water dripping from between the beams near bent 2 either before or after adding yellow color to the hole in the ballast at that bent. Lack of visible color here may only have been due to the high

RECEIVED
JUL 24 1975
District 3

dilution of the coloring matter.

A small amount of water leaked out of the sidewalk expansion joint nearest bent 1 on the westerly side of the structure at the top of the box beam. There was too little water to tell if it was colored. None was observed at other sidewalk expansion joints. This water may have come from a membrane failure in that vicinity or it may have followed a void (very likely in the corner where the membrane turns up from the top of the beams to go up the side of the ballast trough) from the end of the structure.

One explanation which was suggested for the origin of the water at the interior bents is that the water enters the communication duct voids at the ends of the structure and runs out at the bents. The rate at which water was put on the ballast does not exclude this possibility, as water was apparently running over the end of the structure before it started leaking near bent 2. The fact that water leaked out of the vertical joint between the northerly abutment wall and the end of the box beam, even though the waterproof membrane was continuous over the joint between those members indicates that either there is a break in the membrane over that joint or the water has entered under the membrane where it ends on the top of the abutment wall or it is entering through the voids for the conduit. This leak showed only on the side of the abutment where the conduits are located.

In my previous memorandum I noted having observed a joint width closure under live load of approximately 1/32 inch at a sidewalk expansion joint. Today I roughly measured the opening under live load of the sidewalk joint at bent 2 as about 1/16 inch.

The persons present were in general agreement that the following things should be done.

1. In view of the poor flow of water longitudinally through the ballast, perforated pipe should be laid the length of the structure on each side of the ballast trough.

2. Reseal the sidewalk joints with a compressible butyl rod or similar device adequate for the observed movement.

3. Install a transverse perforated pipe just outside the northerly abutment. (This was done under the contract at the southerly abutment.)

4. Contain the water at the tops of the columns and transmit it to the ground by downspouts on the sides of the columns away from the roadway.

We felt that a more extensive investigation of the membrane would not be of any practical use as the only further action it could lead to would be replacement of the membrane. That would require the construction of a railroad shoofly structure. As the present leakage problems are more of aesthetic than structural significance and the proposed actions would probably cure most of the aesthetic problems, we felt that this very costly construction could not be justified. According to the railroad agreement the SPRR is to be responsible for maintenance of the superstructure when the project is satisfactorily completed. We felt that under the circumstances it would probably be more economical for the State to assume the maintenance responsibilities for the superstructure than to try to completely remedy the leakage problems.

Further reflection has led me to propose one further remedy. That would be to dig out (from the east side) the 3/4" premolded expansion joint filler between the abutment back wall and the end of the easterly beam (which carries the ducts) at bent 1. This would permit easy escape of water which may now be running down the duct void.

If all of the proposed remedies except the downspouts at the columns were installed, it is just possible that the downspouts would not be needed.

ATB/ag

cc F. Lacey

NOTED
KERRY J. DAYTON

734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July 21, 1975

Salem, Oregon

FILE: CON 7777

FROM: A. T. Blachly
Senior Structural Designer

TO: Memorandum to the Files

SUBJECT:

Boones Ferry Rd.-Pacific Hwy. E. Sec.
Hillsboro-Silverton Hwy.
Undercrossing of SPRR

On Saturday, July 19, 1975, I was present with F. T. Lacey, C. O. Fredrickson and Jim Valentine from Art Gottfried's office (OSHD) and Herb Chilton and the local track supervisor with a 3-man track crew (SPRR) to try to determine the cause of water leakage which is causing unsightly staining of this structure and which the SPRR fears may cause structural damage.

The track crew removed the ballast rock over the full width of the structure about a foot and a half wide over the transverse joint at the northerly bent (Bent 2) and on either side of the track, but not under the ties at the southerly bent (Bent 3). The protective panels (3/8" asphalt impregnated panels laid over the waterproof membrane) on the sides of the ballast trough were cracked through and there was some cracking visible on the bottom of the trough near the joint. I did not consider this surprising, considering the amount of movement that occurs during the passage of a train. I discouraged a suggestion that an attempt be made to repair the cracked protective panels, as I felt it could not be successful. Their function is to protect the rubber membrane, and for this function cracking is not significant. Any attempt to get down to the rubber membrane under the protective panels seemed prohibitively difficult at that time.

We found that the waterproof membrane had separated from the sides of the ballast trough at the joints, although it had previously been sealed for the full length of the structure by our Maintenance forces. This is no doubt connected with the large movement at the joint under live load. I observed a movement of approximately 1/32" at a sidewalk joint at about the 1/3 point of Span 1. The movement over the bent would probably be much greater. We poured some water into the crack behind the membrane, but did not have enough to cause any to appear on the face of the column below.

RECEIVED
JUL 22 1975
District 3

In order to determine whether the leakage is occurring through the membrane in the ballast trough or whether all of the water is coming over the curb and behind the membrane at the sides of the trough, a test has been scheduled for Wednesday, July 23. The plan is to pump water from a 1,000-gal. Highway Division tank truck onto the ballast, with care that the water level nowhere is higher than the top of the membrane at the sides of the ballast trough. If leakage appears, dye will be added to the water at various points, beginning at the lower end, in an effort to localize the leak.

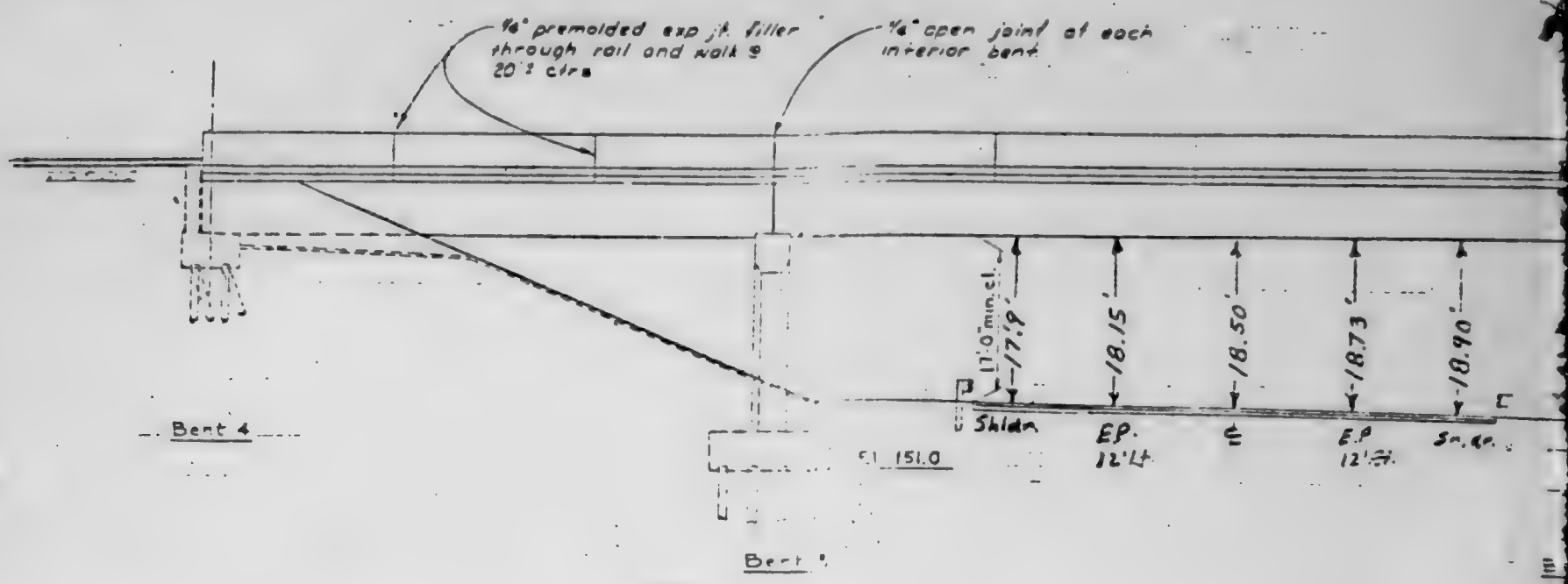
Since past efforts to seal the sidewalk joints with mastic have generally been ineffective (and not surprisingly, considering the amount and speed of movement), I suggested some sort of compression joint seal. After some discussion, it seemed that some sort of butyl rod set with adhesive in a ground out joint might provide an effective seal for these locations.

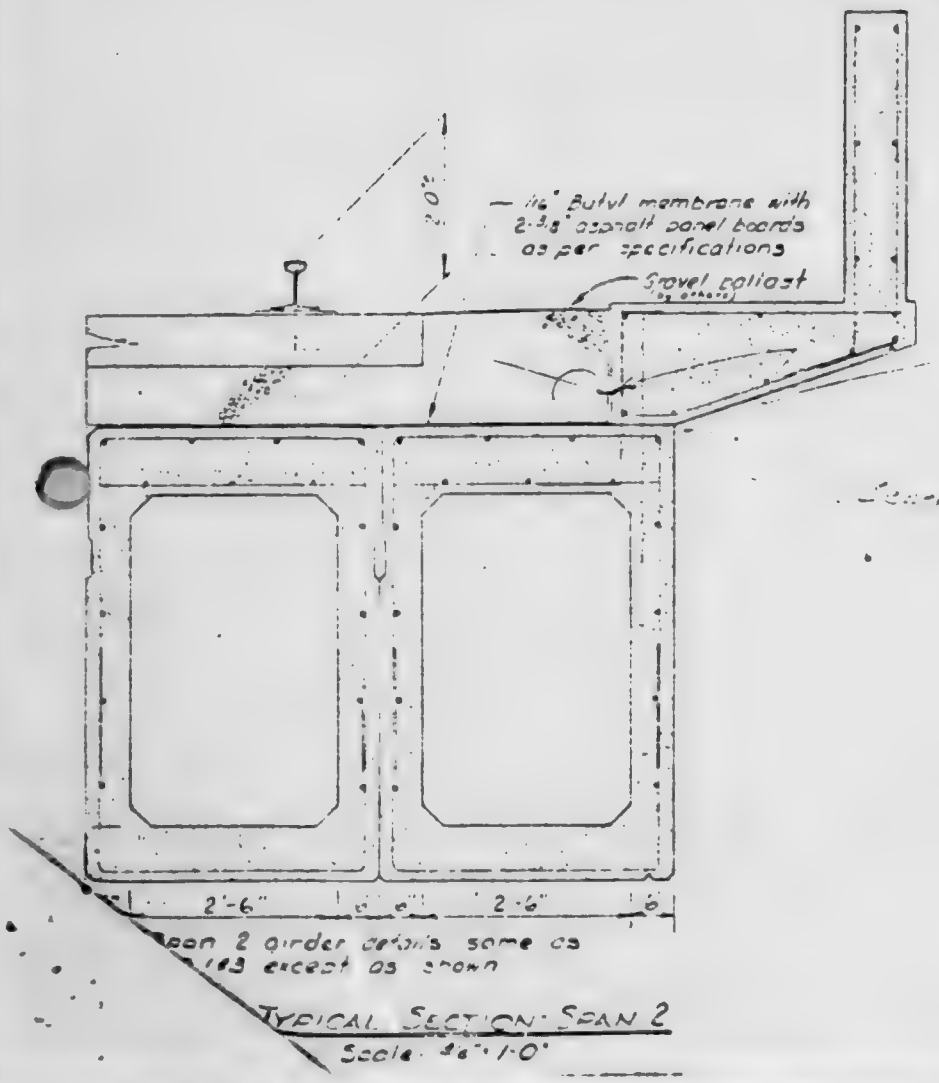
ATB/ag

cc F. T. Lacey

NOTED
F. T. LACEY

NOTED
KERRY J. DAYTON



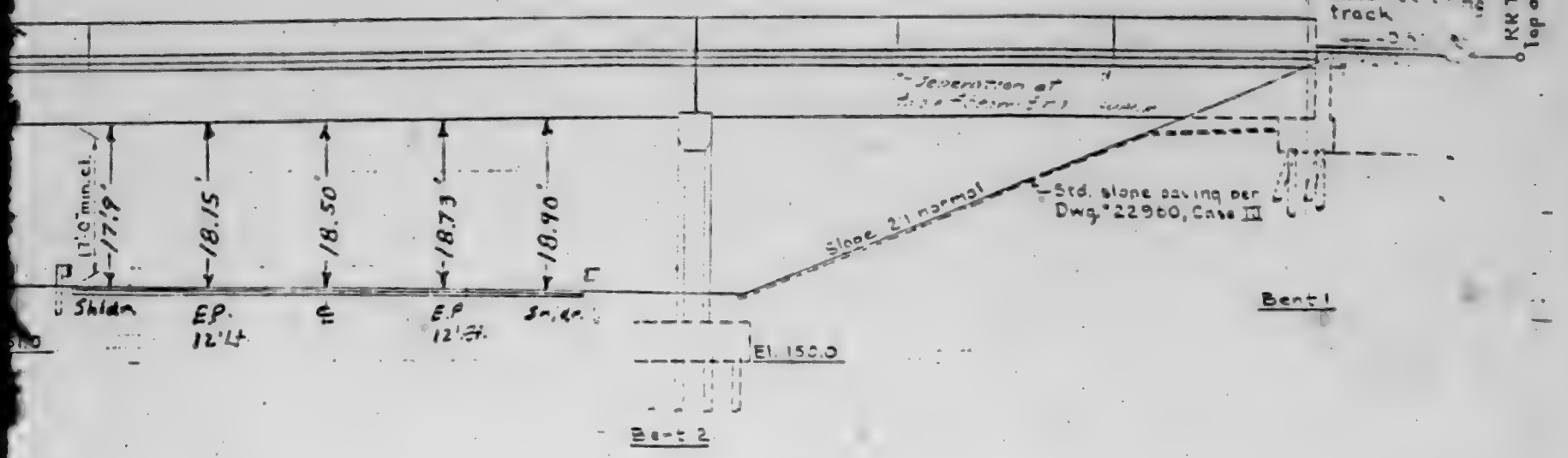


Span 2 girder details same as ... except as shown

TYPICAL SECTION SPAN 2

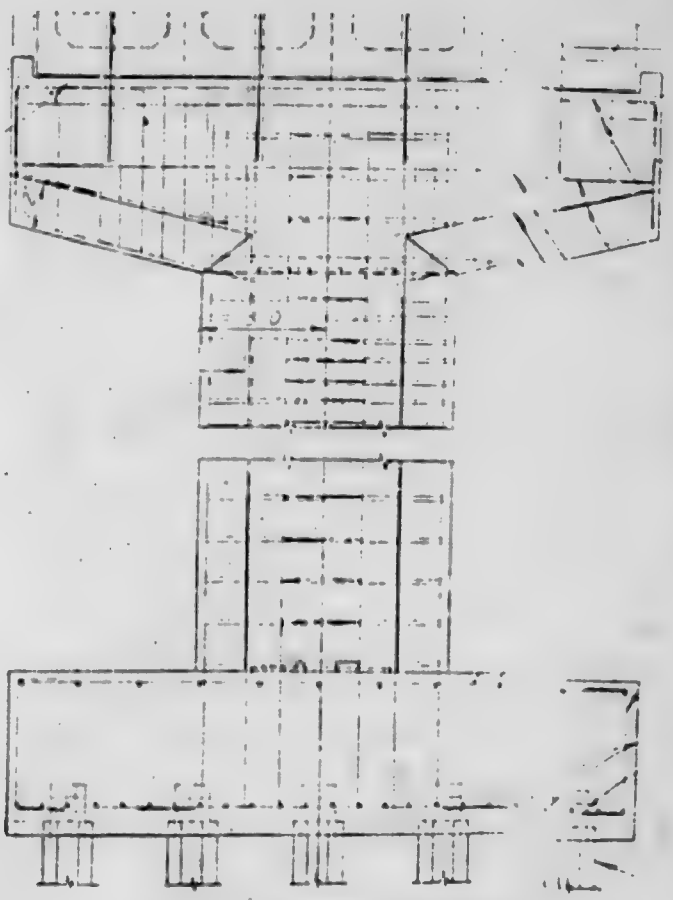
Scale: ¾" = 1'-0"

...taper joint at each ...
...erior bent.



...Slope paving ...
...Slope line

...Bent 2 ...
...Bent 1 ...



ELEVATION: BENT 2 & 1

#7777

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 16, 1974

Salem, OR 97310

FILE:

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: J. B. Boyd
Right of Way Engineer

B U I L D I N G

SUBJECT: Assignment of Easement
Boones Ferry Rd.-Pacific Highway East Section
Hillsboro-Silverton Highway
Marion County
R/W File: 405399, L-6553

Attached are the original counterparts of an Assignment of Easement transferring to the Southern Pacific Transportation Company, the interest of the State of Oregon by and through its Department of Transportation, Highway Division in a permanent easement obtained on the Boones Ferry Road-Pacific Highway East Section of the Hillsboro-Silverton Highway in Marion County. This easement is being assigned to Southern Pacific to enable them to have access to their 100-in. culvert for maintenance purposes, which we constructed for them on this project. The easement was requested by them in a letter to me dated August 9, 1974. This Assignment of Easement is being granted to Southern Pacific Transportation Company at no cost to them.

Please obtain the approval of this Assignment of Easement from the Chairman or Vice-Chairman of the Oregon Transportation Commission. After the approval is obtained, please forward it to Mr. Klaboe for his signature, and ask that it be returned to me for transmission to Southern Pacific Transportation Company.

JEC:jrk
Attach.

cc: F. B. Klaboe
C. W. Head
J. L. Sollis

F. B. [illegible]

RECEIVED
STATE HWY ENGR
OCT 17 74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act. | File

7777

July 2, 1974

St. Paul Fire & Marine Ins. Co.
700 N.E. Multnomah
Portland, OR 97232

Gentlemen:

A post-final payment for $22,650 will be made to White Construction Co. on Contract No. 7777 for work on the Boones Ferry Rd.-Pacific Highway E. Section of the Hillsboro-Silverton Highway in Marion County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,407,229.36 including the post-final payment. Of the total $10,727.72 is for force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

rw

cc: White Construction Co.
P. O. Box 201
Bend, OR 97701

White Construction Co.
2705 Lancaster Drive N.E.
Salem, OR 97310

bc: C. T. Keasey
Walt Hart
V. E. Skoog' Attn: Dick Hacek
C. O. Fredrickson

7777

June 20, 1974

White Construction Company
P.O. Box 201
Bend, OR 97701

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7777 for work on the Boones Ferry Road-Pacific Highway East Section of the Hillsboro-Silverton Highway in Marion County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an adjustment of phase "b" and "c" contract times to 376 and 518 calendar days, respectively, is granted, thereby waiving all liquidated damages on this project.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
C. O. Fredrickson

fr dpy

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 17, 1974

FILE:

FROM: John A.Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Time Extension Request
Boones Ferry Rd.-Pac. Hwy. E.
Contract No. 7777
State Project

White Construction Company, contractor for the subject grading, paving and structures project, has requested additional time in which to complete the contract work without assessment of liquidated damages.

The contract was awarded July 7, 1972, and allotted 90, 270, and 420 calendar days to complete phases "a", "b", and "c" respectively. Phase "a" work, placement of surcharges, actually required 85 calendar days or five days less than allotted. The contractor required 376 calendar days to complete the Front Street and structures work specified by phase "b" which was an overrun of 106 days. Phase "c" was all work and was completed in 518 calendar days (on December 28, 1973). This is a 45 day overrun of phase "c" as time granted on a previous request has revised the time allotted for this work to 473 calendar days. Liquidated damages accrue at the rate of $150 per day each for phases "b" and "c" for a total of $22,650 in damages.

Ross Harris, Resident Engineer for the project, has prepared a detailed response to each of the conflicts claimed by the contractor as delaying the project and recommends complete extension. Region Office concurs. The complete file is attached.

There are three outstanding points which tend to substantiate the recommendation for extension on "b" phase: As actually constructed, the local people had the use of a Front Street route most of the time by using the contractor's temporary access earlier and the new structure after April 20, 1973 (except for rainy days). The "b" time count actually ran on to August 8, 1973. The apparent 4,000 cu. yd. excavation bracket error right at the Front Street & railroad stage construction area also compromises our position. The third point is that some part of the 45 days already granted on "c" could be applicable to the "b" phase as well.

RECEIVED
JUN 19 1974
Office of
Assistant State Highway Engineer

All the overrun time on phase "c" now is for late added signal work on the 99E Intersection (P.A. 17). The first extension (processed in October 1973) included 15 days for this, but it actually took much longer. The project was opened to traffic October 23, 1973, but the over-all completion date is December 28, or 66 days later. This would adjust phase "b" and "c" contract times to 376 and 518 calendar days respectively, thereby waiving all liquidated damages on this State project.

A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: V. L. Gallagher

124-1129

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 29, 1974

TO Mr. C.O. Fredrickson
Region Engineer

FROM Ross M. Harris
Resident Engineer

SUBJECT Boones Ferry Rd.-Pacific Highway East
Hillsboro-Silverton Highway
Marion County
Contract 7777
Time Extension Request

This letter is an explanation of the letter to Ross M. Harris from Jim Lambie, White Construction Co., dated March 14, 1974.

I. CONFLICT WITH NOTIFICATION TO PROCEED WITH ADDITIONAL WORK

The request for an "itemized cost estimate" was requested of the sub-contractor, Hamilton Electric, through a letter by Walt Sandquist, Resident Bridge Engineer, on August 20, 1973. This office did not receive a reply until October 8, 1973, through a letter from Jim Lambie of White Construction Co. to Ross Harris, which included totals for "Materials" and "Labor". On October 19, 1973 this office received an itemized estimate from Hamilton Electric, and the Price Agreement and State Force Order covering this work were submitted on October 23, 1973.

The sub-contractor was verbally notified of approval of the Price Agreement on November 8, 1973, who replied that they would begin work when the traffic signal at the other end of the project was completed. This was not done until November 14, and work began at Pacific Highway East on November 15, but was delayed due to rain. Delays also resulted from manpower and materials shortages, according to a letter from Emerson Hamilton of Hamilton Electric to White Construction on January 18, 1974, and a letter from George Paisley of Eoff Electric Co. to Ken Hamilton of Hamilton Electric on November 5, 1973.

II. CONFLICT WITH EXISTING POWER LINES

The conflict was discovered and reported by Dean Personett of Hamilton Electric. Howard Wood of PGE was contacted, and he suggested that if the cable connection at pole #6 could be lowered 4 ft., PGE would raise the neutral lines to provide safe clearance. On December 18, with the help of Oregon State Highway Division bridge crew and boom truck, pole #6 was cut off and cables hung.

III. CONFLICT WITH CONTROL SPAN MATERIAL ACQUISITION

The contractor was working on the signal installation at the West end of the project until November 14, 1973. On December 3, 1973 Walt Sandquist called Hamilton Electric and asked them to leave about 10 ft. of additional wire at one connection for future relocation. This caused Hamilton Electric to re-order their cable, according to their letter to White Construction Co. on January 18, 1974.

IV. CONFLICT WITH TERMINAL CABINET ACQUISITION

Terminal cabinets were installed on the East end of the project on December 27, 1973.

(Data compiled by R. Sugano)

Aside from the signal installation on the East end of this project being done on Price Agreement, all contract work was completed on time.The official decision to install the traffic signal was not received until the contract time was nearly expended, and then major changes and modification were required. From the first of November through the end of December it rained 50 days out of 62, which makes for very poor construction weather, especially when excavating for footings. Material shortages delayed construction, and when extra lengths were ordered, the material was delayed even longer.

In view of the above, and the fact that this was not part of the original contract, I feel that no penalty should be assessed against the contractor for any delay in the final completion of this project due to the traffic signal installation at Mt. Hood Ave. and Pacific Highway East.(P.A. # 17)

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 20, 1974

TO Mr. C.O. Fredrickson
Region Engineer

FROM Ross M. Harris
Resident Engineer

SUBJECT Boones Ferry Rd.-Pacific Highway East
Hillsboro-Silverton Highway
Contract 7777
Request for Time Extension

This is an explanation of the items in the accompanying letter dated March 13, 1974 to Ross Harris, Resident Engineer from White Construction Company, signed by Jim Lambie.

I The project was awarded July 14, 1972, and at a pre-construction conference on the same day, Roy Houck asked Harold Walsh of Southern Pacific Transportation Co. how long it would take to get the communication lines moved. He was told 90 days minimum, but the problem would be taken up with Communications. (Inter-Department Correspondence to J.B. Boyd from R.M. Harris dated July 17, 1972.)

August 17, 1972 SPTCo completed the first move of communication lines so that fill could be started on the shoofly.

Contractor did not have the headwall removed and 60" pipe extension at "S" 760+00 Lt. installed so that he could proceed with the shoofly fill until August 21, 1972.

There was a time elapse of 5 weeks from July 14, 1972 to August 17, 1972.

Section 107.24 (a) General of the Special Provisions states:

"It is expected that the Railroad will cooperate with the contractor to the end that the work may be handled in an efficient manner, but the contractor shall have no claims for damages or extra compensation in the event his work is held up by the work of Railroad forces."

From the above it is hard to tell if any delay should be or can be allowed due to the SPTCo communication lines.

II This same conflict was covered in the first part of Inter-Department Correspondence to C.O. Fredrickson from R.M. Harris dated May 7, 1973, and is summarized as follows:

Since the SPTCo's communication lines were moved on August 17, 1972, the 60" pipe extension at "S" 760+00 Lt. was not completed until August 21, 1972, and the G.D. Dennis & Sons tunnel pit was backfilled on August 25, 1972, then White Construction Co. could have been delayed for possibly one week at this time of year, which is not too significant,

but if added on at the end of the construction season, the delay is compounded.

III This was also covered briefly in the Inter-Department Correspondence to Mr. C.O. Fredrickson from R.M. Harris dated May 7, 1973, but will be elaborated on as follows:

From the remeasure notes at the end of the 1972 construction season, we calculated the following:

1972 fill needed to complete Front St. to subgrade (mainly South end)	2,580 C.Y.
Excess 1972 Fill & 1972 cut available from Front St. North end	- 1,760
Minimum material needed to complete Front St. 1972	820 C.Y.
1972 Front St. fill	13,270
Total Front St. embankment necessary as calculated in 1972	14,090 C.Y.
Front St. Embankment as shown on plans	18,438 C.Y.
Error by designer calculating Front St. fill through structure area	- 4,000
Approx. total Front St. embankment that plans should have shown	14,438 C.Y.
Final pay embankment on Front St.	13,180 C.Y.
amount due to 3" additional CTB instead of lime treatment	530
Final Front St. embankment without price agreement	13,710 C.Y.

From the above, it appears that Front Street needed an additional 800 to 2600 cu. yds of embankment in place in 1972.

The Stage I haul diagram of the plans shows 7517 cu. uds of excavation to be hauled from between Station 1121+35 and 1143+50 to make embankment between 1153+45 and 1155+90. The final pay excavation at 1121+35 and 1143+50 was 7520 cu. yds.

Of the above 7500 cu. yds excavation, the contractor hauled 3800 cu. yds to the area over the 60" pipe at Station 1144+00 in 1972 and did not haul the remainder until 1973.

The last figures of page 2 should read:

Material from plans- Front St.	18,438 C.Y.
Material from plans- "C" Line	14,430
Total from plans- FS & C	32,868 C.Y.
Front St. error on plans of computing embankment thru structure area	- 4,000
	28,868 C.Y.
Embankment in place to backfill emb. foundation area under "C" Line	3,960
Corrected Embankment Quantity from plans	32,828 C.Y.

The 40 foot error of showing the shoofly on the profile and the resultant decrease of 4000 cu. yds excavation for the first construction season could have prevented Front Street from being completed on time. The 4000 cu. yd excavation error was not offset by a 4000 cu. yd error on Front Street of calculating embankment through the structure area, as the excavation error only changed the haul diagram with no change in actual quantities.

These figures indicate that there are no great differences between the quantities as shown on the plans and the actual field measures. However, these figures don't show how much material was suitable for use in fill due to excess moisture, and whether the material could have been hauled as indicated in Stage I of the plans.

IV, V, VI These were bridge problems during the winter, and it is doubtful that a time delay here would have affected the ultimate paving of Front Street, since Front Street was not opened until 10 weeks after the RR structure was completed and 5 weeks after the RR moved back to the mainline.

See also letter dated May 3, 1973 to R.M. Harris from W.E. Sandquist.

VII Section 107.24 (a) General of the Special Provisions states:
"It is expected that the Railroad will cooperate with the Contractor to the end that the work may be handled in an efficient manner, but the Contractor shall have no claims for damages or extra compensation in the event his work is held up by the work of Railroad forces."
From the above, no allowance can be made due to SPTCo.

VIII This conflict was also covered in the Inter-Department Correspondence to C.O. Fredrickson from R.M. Harris dated May 7, 1973. A letter from Mr. G.W. Wimer, Regional Construction Engineer, dated September 26, 1972 stated that due to the hazards involved in using quick lime in pellet form, Vic Prodehl of the Mid-Willamette Valley Air

Pollution Authority agreed to proceeding with the dry powdered lime on Front Street in 1972.

(The above data compiled by R. M. Stenerson)

Enclosures

124-1129

FORM B-60

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 20, 1974

TO Mr. C.O. Fredrickson
Region Engineer

FROM Ross M. Harris
Resident Engineer Ross M. Harris

SUBJECT Boones Ferry Rd.-Pacific Highway East
Hillsboro-Silverton Highway
Contract 7777
Request for Time Extension

There was an overrun of 106 calendar days on the time allowed for the formal opening of Front Street to traffic. Completion time limit 108.08 (b) as set up in the Special Provisions for this contract was 270 calendar days.

To satisfy the specifications on time, all the Front Street grading would have to have been completed during the first construction season. This was not realistic due to the following:

Section 108.04 on page 16 of the Special Provisions states:

1. Foundation excavation, and backfill of the excavated area, beneath the 12' x 8' box culvert at Station 1156+75 (see sheet 2B of the plans) shall be completed prior to placing any fill materials between Stations 1152+00 and 1158+00.
2. Fill materials, including surcharge, shall be placed between Stations 1152+00 and 1156+50 and between Stations 1157+00 and 1158+00 prior to starting construction of the 12' x 8' box culvert.
3. All required drainage work which affects Mill Creek shall be done during periods of low water flow.

Between July 31, 1972 and August 12, 1972 the contractor completed the embankment foundation for the 12' x 8' box culvert at Station 1156+75 as required in Item 1 above, and for the "C" Line at Station 1+75 to 4+50. The embankment foundation excavation on the "C" Line required 4000 cu. yds of backfill that was not shown in either the Stage I or Stage II earthwork on the plans. Extra borrow was removed from the "Contour Grading Area" to take care of this oversight.

Contrary to Item 2 above, the contractor was allowed to start construction of the box culvert after only constructing the fill and surcharge between 1156+00 to 1156+50 and 1157+00 to 1157+50. This was done to speed the box culvert construction during periods of low water as required by Item 3 above. The box culvert excavation and surcharge ditches effectively prevented hauling any earthwork across Mill Creek until the box culvert was completed and backfilled on October 11, 1972.

The plans showed a Stage I excavation of 7517 cu. yds from between 1121+35 and 1143+50 to make the embankment and surcharge from Station 1153+45 to 1155+90. Most of the 7517 cu. yds was not available for the following reasons:

1. To have taken all of the 7517 cu. yds would have required fine grading 2300 feet of roadway to subgrade and leaving it unprotected from the weather for the winter.
2. The area between Station 1143+00 and 1148+00 was quite wet during the 1972 construction season and would have required a substantial amount of the remaining excavation to build a haul road across the wet area.
3. The contractor installed the 60" pipe at Station 1144+00 and constructed the outlet ditch. This helped dry out the area between Station 1143+00 and 1148+00 for the 1973 construction season, but 3800 cu. yds of the Stage I material was used to adequately backfill the pipe and the old creek channel.

Almost all of the excavation from under the Front Street and RR structures had to be removed with a dragline due to the extreme moisture content. Three days of rain a week before Southern Pacific Transportation Company started using the shoofly on September 29, 1972, and mostly overcast weather after the rain made it impossible to aerate and adequately compact much of the material from under the structures.

A last minute change in the design of the shoofly alignment resulted in showing the shoofly 40 ' too far East on the profile of the plans, sheet 6A. Due to the error on the plans, the haul bracket was incorrect, making 4000 cu. yds of suitable material unavailable for use during the first construction season.

The earthwork remeasure at the end of the 1972 construction season showed the following:

1. 1760 cu. yds of excess fill on top of approximately 2000 cu. yds of fill that did not meet minimum compaction. (This wet material came from under the structures and was wasted in 1973.)
2. 2580 cu. yds embankment necessary to bring Front Street to subgrade. Therefore, it would have taken about 4600 cu. yds of embankment, which would have required 5700 cu. yds of good excavation material to have completed Front Street in 1972.

By letting the completion of the subgrade on Front Street wait until the 1973 construction season when select material could be brought from the East side of the railroad, it did, in my opinion, give us a far better embankment through this area.

As I understand the contract, it was feared that having Front Street closed to traffic would increase the danger to the homes on the North side of the ravine by not being able to get a fire truck or police to that area quickly. As it turned out, Front Street was seldom actually closed to traffic due to the contractors' access roads for the area under the structures. After the end panels on the Front Street structure were completed on April 20, 1973, the local people used Front Street, except for rainy days.

In view of the above, and having been on the job every day, I am convinced that the contractor met all the specifications of good construction. Therefore, I recommend that no penalty be assessed for the overrun of time on Section 108.08 (b).

E-220 (Rev.)—5M—6-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date March 14, , 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from See Below days to ..... days, within which to complete our Contract No. 7777, without the assessment of liquidated damages. The said contract is described as follows:
Grading, Paving & Structures - Boones Ferry Rd. - Pacific Hwy.East Sect.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

B 108.08 270 Days to 376 Days
C 108.08 473 Days to 518 Days

See Enclosed Information

Respectfully submitted,

WHITE CONSTRUCTION CO.
Contractor

By [signature]

CONSENT OF SURETY

Date March 14, , 1974

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY , as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
M. H. Webb Attorney-in-fact

(SEAL)

CORROON & BLACK-FORSGREN
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7777 Contractor White Construction Company

Highway Hillsboro-Silverton

Section Boones Ferry Road, Pacific Highway East

Kind of Work Grading, Paving and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend an adjustment of phase "b" and "c" contract times to 376 and 518 calendar days respectively, thereby waiving all liquidated damages on this project. This is to recognize public use of the Front Street route during phase "b" and the added time used for late signal work (P.A. 17) on phase "c".

Recommended for Approval:

REGION CONSTRUCTION ENGINEER

Construction Engineer or ~~Bridge Engineer~~

~~ROAD~~ State Highway Engineer

SP*4276-734

Contract No.	7777
Project designation	State (State-Federal)
Date awarded	July 14, 1972
Work started	July 17, 1972
Per cent completed	100%, Dec. 28, 1973 (Date)
No. of Calendar Workdays Allowed	B-270 C-473
No. of Calendar Workdays Used	B-376 C-518
No. of Added Calendar Workdays Requested	B-106 C-45

WHITE CONSTRUCTION COMPANY
POST OFFICE BOX 201 • BEND, OREGON 97701 • (503)382-8418

March 14, 1974

Mr. Ross Harris, Resident Engineer
Oregon Transportation Department
P.O. Box 30
Salem, Oregon 97310

Gentlemen:

White Construction Company requests a time extension for Contract #7777 - Boones Ferry Rd. - Pacific Hwy. East Section of the Hillsboro-Silverton Hwy., based on the following reasons:

1. Conflict with notification to proceed with additional work:

   State requested Price Agreement, through direct request to the electrical sub-contractor, for additional signalization work and loop revision work as designated by plans on August 2, 1974. When this was brought to our attention by State Representatives in late September, sub-contractor was requested to expedite revision figures. In early October the requested figures were submitted to State. Additional breakdown of cost analysis was requested directly of sub-contractor and submitted by him on October 19, 1973. Notification of acceptance for the additional work required by Price Agreement was not received until November 8, 1973. The delay of notice to proceed placed the work in a marginal construction period due to weather. Actual construction delay resulted when crews had to be dispatched from Eugene for specific items of additional work and inclimate weather would have impeded construction prosecution. Had timely notice been received, much of this work could have been prosecuted concurrently with the other contract work. A six (6) week delay to the work resulted.

11. Conflict with existing power lines:

   On 12/6/73 a conflict with the height of pole #6 and existing power lines was discovered. Final approval to shorten pole #6 issued on 12/19/73. A two (2) week delay to project resulted.

111. Conflict with control span material acquisition:

   Control cable was ordered verbally on 11/8/73 with confirmed Purchase Order issued on 11/14/73 and received on 11/20/73. On 11/30/73 State requested additional control cable so pole 8 could be relocated at a future date. A three (3) week delay to project resulted.

1V. Conflict with terminal cabinet acquisition:

   Sub-contractor ordered the required terminal cabinets on 11/8/73. Cabinets were not furnished from supplier

WHITE CONSTRUCTION COMPANY
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by 12/20/73. After consulting with supplier as to delivery, decision was made to use cabinets to be used in the construction of other work for this project. This was done with the suppliers assurance that they would be replaced timely so as not to create delay to completion of that project. A two (2) week delay to the work resulted.

As the contract items were completed timely, the project was opened to the public in October, four (4) weeks prior to the calendar day completion as afforded by the Special Provisions. The delay in the acceptance of the project resulted from the additional work to project by the requested Price Agreement for signalization without a reasonable analization of time required to do the work. Had the Contractor been afforded the insight of a months additional time from October 15, the 45 day assessment of time could have been avoided and work completed timely. Therefore, we request 98 additional time extension for (C) Section 10,808. of the Special Provisions.

Sincerely,

WHITE CONSTRUCTION COMPANY

Jim Lambie

cc: K. White

WHITE CONSTRUCTION COMPANY

POST OFFICE BOX 201 • BEND, OREGON 97701 • (503)382-8118

March [illegible], [illegible]

Mr. [illegible] Harris, Resident Engineer
Oregon Transportation Department
P.O. Box [illegible]0
Salem, Oregon 97310

Gentlemen:

White Construction Company requests a time extension on Contract #7777, Boones Ferry Rd. - Pacific Hwy. East Section of Hillsboro - Silverton Hwy., based on the following reasons:

I. Conflict with the railroad communication lines:
The railroad communication lines conflicted with the shoo fly embankment. This caused a delay in construction of the required shoo fly sub-grade embankment. A six (6) week delay to the work resulted.

II. Conflict with a City of Woodburn Sewer Contract:
The work required a bore through the existing railroad fill and also Front Street. The Jacking Pits required for the bore conflicted with the railroad shoo fly embankment and the fill embankment for the Front Street bridge. Contractor was required to alter his work schedule while the problem was resolved. A six (6) week delay to the work resulted.

III. Conflict with the material distribution as shown on the plans:
The excavation material available to Contractor from the area west of the railroad shoo fly was of insufficient quantity to make the necessary embankments as required by the contract. The material east of the railroad shoo fly was unavailable to the Contractor as the railroad company would not permit the Contractor to cross the railroad tracks with hauling equipment. Distribution of materials on separate sheet. A twenty (20) week delay resulted in the work.

IV. Conflict with footing excavation and slope of shoo fly embankment:
The shoo fly embankment as shown on the plan sheet 6A was actually 50' closer to existing main line tracks. This created an encroachment of 1½:1 slope to footing placement at Bent #2 & 3 of railroad undercrossing. Sheeting of these footings were therefore required by the railroad. A one (1) week delay to the work resulted.

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EXCAVATION

		[illegible]	Available Exc.
Front Street		[illegible]	455*
Cont[illegible] Area		[illegible]	17,7[illegible]
"C" [illegible]		[illegible]	-0-
112[illegible]+50		[illegible],675	[illegible]*
1126+[illegible]-1134		2,874	1,539
113[illegible]+50		[illegible],752	1,152
114[illegible]-1148		8	-0-
1147+5[illegible]-1156	Stage 1	3,462	2,962
1156-11[illegible]8+50	Stage 1	46	-0-
1147+50-1156	Stage 11	3,471	-0-
1156-1158+50	Stage 11	1,907	-0-
1158-1161+50		24,889	18,326
Total Exc. Area		59,431	43,025

EMBANKMENT

		Total	Placed
Front Street		13,180	9,[illegible]00
Deleted by P.A.		[illegible]30	-0-
"C" Line		18,639	6,50[illegible]
1120-1126+50		119	11[illegible]9
1126-1134+00		[illegible]	[illegible]
1134-1142+50		1,44[illegible]	1,442
1142+50-1148		13,[illegible]24	3,000
1147+50-1156	Stage 1	[illegible],[illegible]	8,6[illegible]
1156-1158+50	Stage 1	[illegible],341	3,[illegible]41
1147-1156	Stage 11	[illegible],0[illegible]	[illegible]
1156-1158+50	Stage 11	530	[illegible]
Backfill to O.G. Box Culvert		-0-	600
Acess to Box Culvert		[illegible]	1,500
Stockpile Wet Material			
Contour Area		-0-	300
		63,366	34,482

* Material as staked Front Street 13,179
* Material as staked "C" Line 18,639
Deleted by P.A. 530
32,[illegible]48

Material from Plans Front Street 18,438
Material from Plans "C" Line 14,430
32,868

Total embankment requirements for Front Street and "[illegible] are with[illegible] 520 yards of actual embankment, less the deletion of 3" embankm[illegible] by Price Agreement. I, therefore, suggest that the area comput[illegible] by construction notes and area computed by the designer from locati[illegible] data may be in conflict. Thus an additional 5,000 cy was actua[illegible] required to complete the Front Street embankment. The excavati[illegible] available to do the work was decreased by over 5,000 c[illegible] by the [illegible]r in Plan Sheet #6A, as the shoo fly embankment was stak[illegible]d at 116[illegible]55t

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[illegible], [illegible]
[illegible] [illegible] ident Engineer
[illegible]

V. [illegible] in bridge quantities:
[illegible] e items for the bridge wa[illegible] [illegible] eased
[illegible]23,000. to $339,000. A tw[illegible] [illegible]
[illegible]me resulted from this addi[illegible]l [illegible], caused only
[illegible] dollar increase to the w[illegible].

VI. Conflict with rubber membrane (materia[illegible] to be used [illegible]
weatherproofing of railroad undercros[illegible]:
Material was ordered and stored [illegible] suppliers ware-
house in Portland for later use [illegible] project. State
Forces were requested to sample t[illegible] material [illegible]
Certification in November of 1972. Material was
sampled and certified by the State in January of
1973. When the material was incorp[illegible]ated in the work,
the railroad inspector rejected portions of material
because of flaw in manufacturing. Additional material
was required. A three (3) week delay to the work
resulted.

I. Conflict with railroad company's phasing of required in-
stallations of track in 1973 season:
The railroad undercrossing structure was complete[illegible]
with the exception of concrete finish of sub-structure
on May 26, 1973. Railroad crews did not complete balla[illegible]
and rail re-installation on main line until Ju[illegible]12th.
The work was not started until the second w[illegible] July.
Actual time only required one [illegible] week. A [illegible]
week delay to the work resulted.

III. Conflict with surfacing and lime treatment requirements:
Request was made of the sub-contractor to eleminate
the application of hydrated lime in the dry state f[illegible]
environmental reasons. Lime slurry application was
agreeable to the Contractor. Discussion then was
directed towards application of pelletized quick lime a[illegible]
a possible method because of the additional water in
slurry might deter the effectiveness of the lime treat-
ment. By this time it was apparent that enough materia
was not available to complete all necessary embankments,
and to proceed with the surfacing on Front Street in
the fall of 1972. During the off season, the Contractor
was requested to analize the lime work with quick lime,
the material to be used. The added cost to [illegible] unit pr
was not acceptable to the State and the Contractor was
advised that the work would be done as per contract
with close monitering of wind conditions as not [illegible]
create environmental disturbances. In July, [illegible] strike
by the Operating Engineers effected scheduling and
prosecution of the lime treatment. Mutual agreement
by the Contractor and the State Representatives resulte[illegible]
in the deletion of the lime treatment on Front Street

WHITE CONSTRUCTION COMPANY
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and the main line on the west end of the project. This allowed the Contractor to schedule the surfacing work and paving for Front Street immediately following embankment completion. Possible delay was thus avoided but after the fact, and a more timely decision may have altered construction techniques and prosecution to be used in the 1972 construction season.

It is our opinion that the work that was made available to us was prosecuted in a manner with which to complete the project timely. Therefore on the basis of the foregoing items, we request a 380 day time extension for (b) Section 108.08 of the Special Provisions.

Sincerely,

WHITE CONSTRUCTION COMPANY

Jim Lambie

cc: K. White

JL:jn

ELECTRICAL CONTRACTING

Rec. 1-21-74
Rm

January 18, 1974

White Construction Co.
P.O. Box 201
Bend, Oregon 97701

Re: O.S.H.D. Contract #7777
State Letter of August 20, 1973
Extra Work Signals at Pacific Highway East and
the Hillsboro Silverton Highway

We submitted a price on this extra signal job on September 28, 1973. One November 8, 1973 we were notified that the price had been accepted and to proceed with the work. Due to our work load at that time and the lack of available manpower in Oregon, we were unable to start until approximately November 15, 1973. When we were notified to proceed with the job, the materials we furnished such as wire, control cable, epoxy resin, terminal cabinets, and interior illuminated signs were ordered. Due to the present materials shortages the delivery time on the special items is 5 to 6 weeks. After the materials were ordered, Mr. Sandquist requested that 15' of extra cable be coiled and left on one span so the pole could be relocated at a later date when the intersection is widened. This caused our cable lengths to be too short and we had to reorder the control cable. There was also a delay due to a conflict with utility lines and the span to pole #6.

The weather at this time of year is often unfavorable and we were delayed on the loop installation due to wind and heavy rains.

232 WEST 5th AVENUE 503/345-8711 POST OFFICE BOX 708 EUGENE, OREGON 97401

We underatand an additional 15 days were allowed to complete this project which would normally be ample. But when certain materials have to be ordered to complete the job, the weather conditions are unfavorable, and sufficient manpower is not available in the state, it is not enough time. We request that the completion date be extended by 26 days.

HAMILTON ELECTRIC, INC.

Emerson Hamilton

EH/ss

RECEIVED
D.E.M.A.

I24-1129

Boones Ferry Rd.- [illegible]fic Highway East
Hillsboro-Silverton Highway
Marion County
Contract No. 7777
Ross M. Harris, Res. Engr.
Ross M. Harris

Project opened for bid	June 29, 1972
Project awarded	July 14, 1972
Work began	July 17, 1972
Calendar Day Count begins	July 26, 1972
Began Emb. Found. Exc. at 1157	July 27, 1972
Began Emb. Found. Exc. at "C" Line	July 31, 1972
Began Excavation for Box Culvert	August 4, 1972
Began RR Shoofly	August 11, 1972
Began work on Box Culvert	August 24, 1972
Moved trains to Shoofly	September 26, 1972
Completed placing concrete for Box Culvert deck	Spetember 26, 1972
Began excavation at RR fill	September 28, 1972
Began work on structures	October 2, 1972
Began installing 96" CMP for tunnel	October 3, 1972
Surcharge completed	October 18, 1972
Grading shut-down for the winter	October 21, 1972
Surcharge scheduled to be completed	October 23, 1972
First date traffic allowed over Box Culvert	October 24, 1972
Began 102" Tunnel Liner installation	November 3, 1972
All concrete for RR bridge completed	March 29, 1973
Deck on Front Street bridge ready for traffic	April 5, 1973
End Panels on Front St. bridge ready for traffic	April 20, 1973
Front St. scheduled for opening	April 21, 1973

RR waterproofing completed	May 26, 1973
Moved trains to RR bridge	July 9, 1973
Operating Engineers strike	July 30-August 2, 1973
Official date received for widening Mt. Hood Ave.	August 8, 1973
Front Street open to traffic	August 9, 1973
Work began on Mt. Hood Ave.	September 10, 1973
Initial Scheduled completion date	September 18, 1973
Scheduled completion date with holidays	September 21, 1973
Began excavation for Tunnel Liner headwall	September 26, 1973
Headwall completed	October 19, 1973
Location change on Pole #5- Settlemier Ave.	October 20, 1973
Project opened to traffic	October 23, 1973
Begin backfilling headwall	October 26, 1973
Official date received to proceed with 99E signal- Contractor notified	November 8, 1973
Traffic signal at Settlemier Ave. completed	November 13, 1973
Scheduled completion date with 53 day extension	November 13, 1973
Began work on 99E signal	November 15, 1973
Signal at 99E Completed	December 28, 1973
Project complete and Calendar Day charges stopped	December 28, 1973
Final inspection	January 10, 1974
Grouting 2 signal pole bases	January 17, 1974
Clean-up	January 18, 1974
Third notification sent in	January 18, 1974
Semi-Final Estimate delivered to Region office	January 18, 1974

EOFF
ELECTRIC CO.

ESTABLISHED 1919

REPLY TO EUGENE OFFICE

AREA CODE 503
PHONE 232-9411 - 809 N.W. TENTH AVE. - PORTLAND, OREGON 97209
PHONE 342-1377 - 556 CHARNELTON ST. - EUGENE, OREGON 97401
PHONE 363-9351 - 186 FRONT ST. NE - SALEM, OREGON 97301
AREA CODE 206
PHONE 694-7505 - 808 HARNEY ST. - VANCOUVER, WASH. 98660

NOVEMBER 5, 1973

KENNETH HAMILTON
HAMILTON ELECTRCC
232 WEST 5TH
EUGENE, OREGON 97401

DEAR KEN,

THIS IS JUST A SHORT NOTE TO BRING YOU UP TO DATE ON TRAFFIC SIGNAL CONTROL CABLE. AS YOU KNOW WESTERN INSULATED WIRE AND CABLE OF LOS ANGELES, HAS BEEN OUR SUPPLIER FOR MANY YEARS. JUST RECENTLY, WE RECEIVED A LETTER STATING SEVERAL ITEMS WOULD BE DISCONTINUED WHEN PRESENT STOCKS WERE EXHAUSTED. THIS LIST INCLUDED 20 + IO CONTROL CABLE. NOT MANY FABRICATORS MAKE THIS TYPE OF CONDUCTOR AND FOR THOSE WHO CONTINUE DELIVERY HAS BEEN EXTENDED DUE TO THEIR INABILITY TO SATISIFY ALL THE DEMANDS. THIS CONDITION WILL CONTINUE UNTIL RESINS AND COPPER STRANDING BECOME READILY AVAILABLE. ALL MATERIAL IS QUOTED PRICE IN EFFECT TIME OF SHIPMENT AND SUBJECT TO STOCK ON HAND.

THIS IS ONLY A PERSONAL OPINION, BUT I FEEL DELIVERIES WILL DETERIORATE STILL FURTHER BEFORE ANY IMPROVEMENT WILL BE NOTICED. WIRE MANUFACTURES ASK US TO ORDER MONTHS IN ADVANCE. I HOPE THIS INFORMATION WILL HELP YOU PLAN FUTURE JOBS.

YOUR VERY TRULY

EOFF ELECTRIC COMPANY
EUGENE BRANCH

GEORGE PAISLEY MGR.

GP:BT

State

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

AGREEING TO EXTRA WORK AND EXTRA MATERIAL

Project Name: Pooneo Ferry Rd. - Pacific Highway East / Date: October 23, 1973

Highway: Hillsboro - Silverton / Contract No.: 7777 /

County: Marion / Prefix: 124-1129 /

Contractor: White Construction Co. / F. A. Project No.: State /

Address: P. O. Box 201, Bend, Oregon 97701 / Price Agreement No.: 17 /

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Install Traffic Signals at intersection of Pacific Highway East and Mt. Hood Ave.

Location: station numbers:

Intersection of Pacific Highway East and Mt. Hood Ave.

Agreed unit items, estimated quantities, and prices:

Lump Sum		$12,000.00 /

RECEIVED
NOV 8 1973
OFFICE of RESIDENT ENGINEER

Governing basis of measurement and other provisions:

Amended Special Provisions and list of State furnished materials attached.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization		$1,696,122.75
Present estimate of project cost, including $ 12,000.00 for work under this order		$1,753,922.75
Expected increase over-run	(amount)	$ 57,800.00
Expected increase over-run	(per cent)	3.4%

Space to right of this line for use of Salem office

Submitted: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Signed: [signature] Contractor

Approved: [signature] Deputy or Assistant State Highway Engineer, Assistant or Associate Bridge Engineer or Office Engineer

ELECTRICAL CONTRACTING

October 19, 1973

Mr. Walt E. Sandquist
Oregon State Highway Department
Box 30
Salem, Oregon 97310

Re: Price Agreement Revision - Boones Ferry Road
Ferry Street - According to O.S.H.D. Letter
Dated August 20, 1973 - O.S.H.D. #7777

Material & Equipment

Interior Ill. Sign	$ 754.00
Terminal Cabinets	353.00
Cable & Wire	2,173.00
PVC & Conduit	107.00
Concrete	310.00
Epoxy	269.00
Equipment	2,305.00
Miscellaneous	372.00
	$6,643.00
Labor, Subsistence, & Travel	4,207.00
	$10,850.00

HAMILTON ELECTRIC, INC.

Betty L. Hanson

Betty L. Hanson (Mrs.)
Office Manager

BLH/ss

RECEIVED
OCT 22 1973
OFFICE of RESIDENT ENGINEER

232 WEST 5th AVENUE 503/345-8711 POST OFFICE BOX 708 EUGENE, OREGON 97401

WHITE CONSTRUCTION COMPANY

POST OFFICE BOX 201 • BEND, OREGON 97701 • (503)382-8418

October 8, 1973

Mr. Ross Harris Resident Engineer
Oregon State Highway Division
P.O. Box 30
Salem, Oregon

Gentlemen:

We wish to submitt the price of 12,000.00 Dollars to furnish the material and labor for the work requested by your letter dated August 20,1973 and over Mr. Walter Sandquest's signature. The break out of costs are as follows:

Materials	$7,000.00
Labor	5,000.00

Very truly yours,

White Construction Co.

cc: K. White

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING SALEM, OREGON 97310 August 20, 19[illegible]

Hamilton Electric Inc.
P.O. Box 708
Eugene, Oregon 97401

Gentlemen:

Enclosed are two sets of drawings Nos. 2694 and 2572 revised, and revisions to the special provisions for the Boones Ferry Road - Pacific Highway East project, Contract No. 7777.

You will note that the one revision shown on drawing No. 2572 consists of revising the vehicle detector loop configuration at the Boones Ferry Road - Hillsboro-Silverton Highway installation.

Drawing No. 2694 shows the proposed traffic signal installation at the intersection of Pacific Highway East and the Hillsboro - Silverton Highway. This is an addition to the original plans, and we propose to handle this extra work by Price Agreement. The detector loop revision on Drawing NO. 2572 will be handled by Price Agreement also.

Please furnish me with your itemized cost estimate for this extra work so that we may negotiate a Price Agreement as soon possible.

If you have any questions regarding the plans and special provisions for this extra work please contact L. E. George, Traffic Engineer. His Salem office phone number is 378-6537.

Very truly yours,

Walter E. Sandquist
Resident Bridge Engineer

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OR 97310

RECEIVED

DATE August 16, 1973

TO C. O. Fredrickson
Region II Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Traffic Signal Installation
Boones Ferry Road-Pacific Highway East
Hillsboro-Silverton Highway
Marion County
Contract No. 7777

Enclosed are Drawing Nos. 2694 and 2572 revised and revisions to the special provisions for the subject project. It is estimated that these revisions will increase the project cost by approximately $26,000.

The addition of the signal installation at the intersection of Pacific Highway East and Mt. Hood Avenue and the revision of vehicle detector loop configuration at Boones Ferry Road and Hillsboro-Silverton Highway requires these changes in the plans, special provisions and estimated project cost.

cc Bond attorney Lee - / 5 set drawings date
Requisite Dr. the #26,000
estimate must include materials
which you will have to encumber I.D.
J. Kinct

RDT:pb
Attachments

cc: C. T. Keasey
Bob Judson
Bill Zirbes

124-1123.

FORM S-30 REV 5-63 40007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 7, 1973
Salem, Oregon

REGION 2 ENGINEER
RECEIVED
MAY 8 1973
RE RME RTE ROE
ULE GEO TA FILE

SUBJECT: Request for Additional Time
Boones Ferry Rd.-Pacific Highway East
Hillsboro-Silverton Highway
Contract No. 7777

To: Mr. C.O. Fredrickson
Regional Engineer
Salem

Attention: Mr. G.W. Wimer

I am including the following information in regard to the enclosed letter dated April 25, 1973, from Roy Houck of White Construction Co., requesting a time extension for the work involving the Front Street and Railroad structures.

In answer to reason 1, "Delay caused to contractors work in the area by another contract involving the City of Woodburn sewer relocation", the Daily Progress Reports show the following:

Tues. Aug. 15	Woodburn's contractor G.D. Dennis & Sons started tunneling pit in shoofly area "S" 758+50 Lt.
Thurs. Aug. 17	SPTCo completed moving signal lines temporarily underground alongside mainline so that fill could be made on shoofly.
Sat. Aug. 19	White Const. Co. completed removing headwall & installed 60" pipe extension "S" 760+00 Lt. (Headwall took 1 week to remove)
Mon.. Aug. 21	White Const. Co. re-installed 60" pipe extension.
Tues. Aug. 22	G.D. Dennis & Sons abandoned tunneling pit.
Thurs. Aug. 24	White Const. Co. started filling tunneling pit.
Fri. Aug. 25	White Const. Co. completed filling tunneling pit with 1-hr. of work in AM, then started hauling fill material to shoofly.

From the above data it appears that White Construction Co. could have been delayed by G.D. Dennis & Sons possibly one week.

In answer to reason 2, "Earthwork to complete embankment in this area required transportation across Southern Pacific Railroad tracks, the railroad refused to issue a permit to allow grading equipment to cross mainline tracks."

The excavation necessary to complete Front Street was, and still is, available between Boones Ferry Rd. at Station 1121* and Station 1141≡, if the material had been hauled before the wet part of the construction season.

Please see the attached letter dated May 3, 1973 from W.E. Sandquist, Resident Bridge Engineer in regard to the Front Street and SPTCo structures.

In answer to reason 3, "Change in Lime Treatment Requirement of the contract to coincide with Environmental Restriction. Price Agreement with OSHD is now in progress and finalization of this contract should resolve shortly".

cc C.T. Kensey w/attach
cc Ross Harris

Secure formal request and resubmit above with it and your recommendation
D. Kimes

A letter from Mr. G.W. Wimer, Regional Construction Engineer, dated September 26, 1972 stated that due to the hazards involved in using quick lime in pellet form, Vic Prodehl of the Mid-Willamette Valley Air Pollution Authority agreed to proceeding with the dry powdered lime on Front Street in 1972.

Ross M. Harris
Resident Engineer

Attachments
cc: File

FORM E-3

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1973

To: Ross M. Harris
Resident Engineer
Salem, Oregon

SUBJECT: Contractor's Request for Additional Time
Boones Ferry Rd.- Pacific Hwy. Section
Hillsboro - Silverton Highway
Contract No. 7777

In regard to the delay in completion of the Front Street and S.P.R.R. structures, reasons 1 and 2 in Roy Houck's letter of April 25, 1973 could have indirectly caused delay in commencement of work on the two structures.

I am of the opinion, however, that the work could have been expedited to the extent that both structures would have been completed within the allotted time.

W. E. Sandquist
Resident Bridge Engineer

124-1129

FORM S-99 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

September 26, 1972
Salem, Oregon

To: Ross Harris
RESIDENT ENGINEER

SUBJECT: Use of Dry Powdered Lime
Boones Ferry Road-99E
Contract #7777

Vic Prodehl of the Mid Willamette Valley Air Pollution Authority was advised Monday, September 25, of the need to treat approximately 7,000 sq. yds. on Front Street this year with dry powdered lime. He would have preferred the quick lime in pellet form. But under the hazards involved, was agreeable to proceeding with the dry powdered lime providing you give careful attention to the air pollution problem.

He also wanted to be alerted when we first started use of the quick lime in pellet form.

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

cc: C. T. Keasey
Ed Hall - Be sure to alert us when you start use of the pellets.

RECEIVED
SEP
RESIDENT

FORM ESO—SGM—4-64—74366

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1972

SUBJECT: Pre-Construction Conference
Boones Ferry Rd. - Pacific Hwy E.
Hillsboro-Silverton Hwy

To: Mr. J.B. Boyd
Regional Engineer
Salem, Oregon

Attention: Mr. Gerald Wimer

Friday, July 14, 1972 between 1:30 and 3:30 P.M., a pre-construction meeting was held at Woodburn City Hall attended by the following:

Ross Harris, Jack Davis, Walt Sandquist, Jim Valentine, Ted Litchfield, Kerry Dayton and Bob Stenerson of the OSHD in Salem;
Kelly White, Gerald Murphy, Roy Houck and Richard Garland representing White Construction Co., P.O. Box 201, Bend, Ore.;
Harold Murray of Northwest Natural Gas Co.;
Harold Walsh of Southern Pacific;
Don Kearton of Portland General Electric Co.;
Walter Higham of Pacific Northwest Bell;
John Burdette of Clark & Groff Engineering;
Ted Kuenzi, Marion County Roadmaster;
Don Stillwell and L. VanValkenberg of City of Woodburn.

Ross Harris introduced everyone and then started the meeting by saying that the contract had not been let.

Roy Houck asked Harold Walsh how long it would take to get Southern Pacific to move their communication lines and was told 90 day minimum time.

Roy Houck indicated that it is not possible to grade the shoofly until the communication lines are moved and that it would take one week to grade and two weeks to ballast the shoofly. Harold Walsh said that he would take the problem up with communications.

Roy Houck wanted track and material on the job one week after the communication lines are moved and Harold Walsh said that track was not a problem like communications.

Walter Higham said that Pacific Northwest Bell has a telephone cable on the SPRR poles and the wires cannot be laid on the ground, but have to be on poles. Roy Houck wondered if it might be possible for SPRR and Pacific NW Bell to work together and put their lines on PGE poles along Front Street.

Don Kearton said that PGE will move their poles between SPRR and Park Ave. one week after clearing. Roy Houck said that the clearing would be done by July 20.

Roy Houck wants the PGE poles on the east end moved by August 15-September 1 after Don Kearton indicated that PGE had engineering problems there. Roy Houck said that there would be no problem working around the pole anchor right of Sta. 1158+75.

Roy Houck indicated that if schedule permits, they would like to grade Mt. Hood Ave. this year and he told John Burdette (Clark & Groff) that there would be no problem coordinating their pipe installation in the Park Ave. area.

On the west end of the job, Walter Higham said that Pacific NW Bell needs about 60 days to splice lines and that they are trying to do the work on our job and complete their new office installation at the same time.

Roy Houck said that by October 1st he wants to complete grading on Front Street.

Roy Houck told John Burdette that the 36-inch sewer should be installed under the shoofly within the next two weeks. Also G.D. Dennis & Sons should store his 36-inch sewer pipe someplace else. Roy wants G.D. Dennis & Sons to contact him about where to move the pipe.

Harold Murray said that the natural gas line between Park Ave. and 99 East can be moved within one month.

Ted Litchfield said not to use revised sheets 2A-1 and 2F-1 and also the 100-inch tunnel liner has been change from 10 gage to 7 gage.

Ross M. Harris
Resident Engineer

cc:File

7777

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 10, 1974

Mr. H. M. Williamson
Southern Pacific Trans. Co.
One Market St.
San Francisco, CA 94105

Cracks in Pre-stress Box Girders
Boones Ferry Rd.-Pacific Hwy. Sec.
Hillsboro-Silverton Highway
Marion County
Contract No. 7777
SPTC File GMO 911429/323

Dear Mr. Williamson:

In reply to your letter of May 29, 1974, requesting information as to whether the Oregon State Highway Division provided plant fabrication inspection on the box girders described in my letter to Southern Pacific Transportation Company in Portland of April 21, and inquiring as to when the cracks were first noticed, enclosed is the following information as received by me from the Resident Engineer on the project:

15 copies of Concrete Cylinder lab reports for box beams, all significantly passing the "design strength".

1 copy of inspection report and final record certification from Ellis Jones, Resident Bridge Engineer, indicating that the box beams were constructed according to plans and specifications.

2 copies of Materials Section Inspection Report and Lab Report on box beams indicating acceptance of material.

3 copies of field inspection reports on box beams arriving at the job site.

3 copies of General Daily Progress Reports, dated February 1, 2, 12, 1973, indicating contractors work efforts to space box beams and tighten transverse rods.

RECEIVED
JUN 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

1 copy Daily Diary of Walt Sandquist, Resident Bridge Engineer, dated February 2, 1973 indicating efforts to tighten transverse rods.

1 copy Daily Diary of Walt Sandquist, Resident Bridge Engineer, dated September 10, 1973, regarding inspection of beam cracks.

1 copy, part of letter from C. T. Baber, SPTC, to J. E. Chidsey on March 12, 1974 indicating that the Railroad Inspector noted the beam cracks on August 30, 1973 and noting the meeting of September 10, 1973.

I hope that this information will supply you with adequate documentation regarding the manufacturer installation and inspection of the pre-stress concrete box girders which were installed on the highway underpass at railroad mile point 736.02. If there is any further information you require, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk
Enc.

cc: Southern Pacific Trans. Co.
Portland

bc: E. S. Hunter
H. S. Coulter
C. T. Keasey
J. H. Versteeg
W. J. Hart
J. B. Boyd
C. O. Fredrickson
J. L. Sollis
Ross Harris

7777

Southern Pacific
Transportation Company

One Market Street • San Francisco, California 94105

M. M. WILLIAMSON
CHIEF ENGINEER-SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER
B. G. GALLACHER
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES-SYSTEM
M. F. DULLY
DISTRICT ENGINEER
R. E. FRAME
DISTRICT ENGINEER

May 29, 1974

IN REPLY PLEASE REFER TO

911429/323

Mr. J. E. Chidsey, P.E.
Railroad and Utility Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Chidsey:

Refer to your letter of April 12 to Southern Pacific Transportation Company, Portland, in which you discussed the cracks in the prestressed concrete box girders installed in Hillsboro-Silverton Highway underpass M.P. 736.02.

Did the Oregon State Highway Division provide plant fabrication inspection on these box girders? When were the cracks first noticed?

Would appreciate this information so we may review the matter further.

Yours very truly,

M. M. Williamson

xc: E.S. Hunkey
H.S. Coulter
C T Leasy
J H. Verstag
W. J. Hart
J. B. Boyd
C O Frederickson
J L Sollis
Ross Harris — Please provide me w/ the information requested in Para. 2. Jlc

RECEIVED
JUN 4 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

NOTED
J. E. CHIDSEY

7777

Files

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

May 24, 1974
Salem, OR 97310

To: C. W. Head, Manager
Commission Services

B U I L D I N G

SUBJECT: Easement Indenture
Boones Ferry Rd.-Pacific Hwy. Sec.
Hillsboro-Silverton Highway
Marion County
R/W File 47108
Contract No. 7777

The State's original fully executed counterpart of the above captioned easement has been handed to Velda DeGuire for processing after which it will be forwarded to your office for your permanent records. Payment to the Southern Pacific Land Company in the amount of $1,220 for this easement will be handled by the Right of Way Section.

Distribution of conformed copies has been made as indicated below.

O. E. Chidsey
Railroad & Utility Engineer

JEC:jrk

cc: F. B. Klaboe
C. T. Keasey w/copy agmt.
W. J. Hart "
V. E. Skoog "
J. B. Boyd - Attn: Velda DeGuire w/original
J. L. Sollis w/copy agmt.
C. O. Fredrickson "
R. M. Harris "
J. W. Valentine "

NOTED
C. W. HEAD

NOTED
FRAN NEAVOLL

SP°52478-734

7777

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 25, 1974

RECEIVED
APR 26 1974
Office of
Assistant State Highway Engineer

Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

Attn: E. A. Kendrew

100-inch Culvert
Boones Ferry Rd.-Pacific Hwy E. Sec.
Hillsboro-Silverton Highway
Marion County
Contract No. 7777
SPTC File GM079559

Dear Sir:

In your letter of March 12, 1974, regarding the 100" diameter culvert which was installed by the Highway Division in the Boones Ferry Road-Pacific Highway East Section of the Hillsboro-Silverton Highway in Marion County, was referred to the Regional Engineer's Office and after review by this office and the Resident Engineer on the project, following is a statement of the Highway Divisions position on this matter:

1. Plans and specifications relating to the 100" tunnel liner were approved by Southern Pacific Transportation Company before the construction of this structure. It included all original plans of the tunnel liner extension and the head wall revision. The area through which this tunnel liner is placed lies over a very moist foundation material under the railroad and problems were encountered during the construction of the culvert which led to a variable grade line on the finished culvert, a necessary redesign of the head wall and possible future maintenance of the tunnel structure. It is our feeling however, that the wet conditions which exist in the entire area are due to a peat foundation material, which could have possibly been foreseen or anticipated. As a result, it is not unreasonable to assume that the Southern Pacific Transportation Company might have requested a statement dealing with "extraordinary maintenance" in their original agreement with the Oregon State Highway Division since Southern Pacific would assume responsibility of the tunnel once the project was completed.

NOTED
H.S. COULTER

2. Regarding the tunnel extension, the original design called for 150 lineal feet tunnel plus a 10 foot allowance for a total bid length of 160 feet. The original tunnel length as installed was 152 feet. After the shoo-fly was cut back and tunnel extended, the total length of the final installation was 159 feet. This is almost identical with the original bid quantity of 160 feet which made allowance for variances between design and actual constructed length. As a result the total tunnel liner installed did not overrun the original estimate for this item.

3. Due to various construction difficulties, such as soft foundation materials, etc. the tunnel liner as installed did not meet the required grade. Field observations, however, there is no problem inducing flow through the pipe. Furthermore, the head wall location as constructed was a distance of 159 feet, as opposed to 150 feet as indicated on the plans, which fits the required railroad slope of 1.5 to 1 quite well. If the grade line of the culvert had been exactly on the proposed profile the total tunnel liner length would have been less, but even as it is installed it is still shorter than the bid length as indicated above.

4. It is felt that the modifications necessary to the head wall were due to variation in actual conditions and necessarily due to deficiencies during construction. The tunnel liner as installed does contain differences in alignment from those shown on the plan. Had the tunnel liner been installed to grade the differences in alignment may have been the same as they existed in the final constructed pipe. After construction, careful checks were made for grade and alignment and even though the grade line did vary somewhat from the plans the alignment was held quite even. Therefore the head wall modifications possibly are due more to the variation in the railroad fill slopes than due to any deficiencies of the installation of the tunnel liner plate.

5. The comment is made in your letter that due to adverse grade there will always be standing water in a portion of the pipe. In a review made by Mr. Harris, he states there is usually a healthy flow through the pipe all year long. He further states that if there is any flow at all in the pipe, there will be no standing water and under normal conditions the water depth will be great enough throughout the length of the pipe to cause problems for a sealing operation. During the heavy rain and flooding of January of 1974, which is reported to be the heaviest in ten years, Mr. Harris's crew noted that the 60" CMP and the 100" tunnel liner installation were visually checked and observed to be flowing quite adequately with no head build-up or back-up of water in evidence. As a result it is felt that no major maintenance on the tunnel liner structure will be necessary irregardless of responsibility.

In summary, it is felt that in view of the problems encountered in any type of installation such as this, the slight variances in length, grade line, head wall design, etc. that were encountered are not extraordinary. In this type of installation, discrepancies in line or grade are not uncommon when one considers the foundation material which exists at the job site. As a result we do not feel it unreasonable to expect the Southern Pacific Transportation Company to pay for the additional nine feet of tunnel liner necessary. Furthermore, the adverse grade which exists in the tunnel liner installation will not be detrimental to the tunnel liner plate since there is normally an adequate flow of water through the tunnel liner to eliminate standing water as such. The State Highway Division regretfully refuses your request for an agreement to cover extraordinary maintenance of the 100" tunnel liner plate structure for a period of five years.

The other item brough up in your letter of March 12th regarding the horizontal cracks in the prestress concrete box girder beams has been answered by me previously.

If you desire any further discussion on this, I feel the best course of action would be for a conference to be arranged which would include all people who have been concerned with this project and hopefully an agreement could be reached at that point which would finally settle this matter.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk

bc: H. S. Coulter
C. T. Keasey
J. B. Boyd
C. O. Fredrickson
Ross Harris
J. W. Valentine

7777

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 12, 1974

NOTED
E. S. HUNTER

Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

Attn: E. A. Kendrew

Prestress Beam Cracks
Boones Ferry Rd.-Pacific Hwy. E. Sec.
Hillsboro-Silverton Highway
Marion County
Contract No. 7777
SPTC File GM079559

Dear Sir:

On March 12, 1974 you wrote to me regarding various aspects of the Boones Ferry Road-Pacific Highway East Section of the Hillsboro-Silverton Highway near Woodburn in Marion County. In the latter part of your letter you discussed the hairline cracks in the lower portion in the prestressed concrete box girder which carries your tracks over the new highway. Following are comments from our Bridge Section following their analysis and investigation of this problem:

1. These cracks are all horizontal. Flexure cracks caused by insufficient prestress combined with the high dead load plus live load would be vertical and near the bottom of the girder. Cracks caused by excess prestress combined with the small dead load would be vertical and near the top of the girder. The most reasonable explanation of these cracks is that they were produced by shrinkage of the concrete as it was cured. This is supported by the discovery of similar cracks in the same sort of girders in the prestressing yards. Location of the cracks may or may not coincide with joints in concrete pours.

2. Similar small cracks have been found in several highway precast box girders, including some on the east approach to the Ross Island Bridge in Portland, which have been carrying heavy traffic since 1967.

RECEIVED
APR 15 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3. Because the direction of the tracks does not coincide with the direction of stress due to service loads and because of a successful history of the use of this type of girder, even when similar small cracks were present, we feel that these cracks will not be detrimental to the life or safety of this railroad structure.

I believe that after review of this explanation by your Structural Engineers they will agree that the horizontal cracking in a prestressed beam is of no major concern. If there is any further information we can supply you regarding these cracks please do not hesitate calling on us. Our comments on the other points in your March 12 letter will be supplied to you in the near future.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk

cc: Southern Pacific Trans. Co.
San Francisco

bc: ~~L.~~ S. Hunter
H..S. Coulter
C. T. Keasey
J. H. Versteeg
W. J. Hart
J. B. Boyd
C. O. Fredrickson
J. L. Sollis
Ross Harris

7777

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
J. B. Boyd
J. L. Sollis
C. O. Fredrickson
C. W. Head
R. M. Harris

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 3, 1974

Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

Attn: E. A. Kendrew

Easement Indenture
Boones Ferry Rd.-Pacific Highway
East Section
Hillsboro-Silverton Highway
Contract No. 7777
R/W File 47108
GM079559

Dear Sir:

Enclosed are the duplicate original counterparts of the Easement Indenture granted to the State of Oregon, Department of Transportation, Highway Division by Southern Pacific Transportation Company on the Boones Ferry Road-Pacific Highway East Section, Hillsboro-Silverton Highway in Marion County. This easement indenture has been approved by the Oregon Transportation Commission and signed by the Deputy Highway Engineer for the Administrator and State Highway Engineer. These documents are being returned to you for final execution by your principals upon which time it would be appreciated if one copy would be returned to me for our files.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

RECEIVED
STATE HWY ENGR
APR 4'74
REFER TO
FOR
Info | Prelim | R/D | D/R | Sign | Act | File

JEC:jrk
Enc.

cc: Southern Pacific Trans. Co.
San Francisco

NOTED
R. L. SCHROEDER

RECEIVED
APR 4 1974
Office of
Assistant State Highway Engineer

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

#7777

J. B. Boyd
Right of Way Engineer

March 29, 1974

C. W. Head
Commission Services

File 47108

RAILROAD COMPANIES
FILE No. 737

Attached are two copies of an easement indenture with Southern Pacific Transportation Company for construction of a highway underpass at Woodburn on the Boones Ferry Road-Pacific Highway East Section of the Hillsboro-Silverton Highway in Marion County.

Please have the Railroad Company sign this document. We have retained a xerox copy of the agreement until the fully executed original is returned for the Commission's files.

fhm

Att.

FORM E-30

Fran

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 15, 1974
Salem, OR 97310

To: Mr. J. B. Boyd
Right of Way Engineer

B U I L D I N G

SUBJECT: Easement Indenture
Boones Ferry Rd.-Pacific Highway
East Section
Hillsboro-Silverton Highway
Contract No. 7777
R/W File 47108

Attached are the duplicate original counterparts of an indenture granting an easement to the State of Oregon, by and through its Department of Transportation, Highway Division, by the Southern Pacific Transportation Company. This easement is granted contingent upon the State paying to the Southern Pacific the sum of $1,220. This value is in agreement with the evaluation of the appraisal review by Marvin W. Hart dated July 27, 1972. Also included, are two copies of the indenture for your use.

This easement indenture has been reviewed and approved by the legal council and all other interested section heads. Please obtain the approval of this indenture from the Chairman or Vice-chairman of the Transportation Commission and upon obtaining this approval have the document signed by Mr. F. B. Klaboe, Administrator and State Highway Engineer. After Mr. Klaboe has signed this document please have it returned to me and I will forward it to Southern Pacific Transportation Company for final execution by their principals.

J. E. Chidsey
Railroad & Utility Engineer

JEC:jrk
Attach.

cc: F. B. Klaboe
C. W. Head

NOTED
C. W. HEAD

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **August 1, 1972**

TO Oregon State Highway Commission
ORIGINAL SIGNED
TOM EDWARDS

FROM Tom Edwards
State Highway Engineer

AGENDA

SUBJECT **Agreement with Southern Pacific Transportation Company**
Boones Ferry Road-Pacific Highway East Section
Hillsboro-Silverton Highway

There will be on the agenda for the August 8 meeting an agreement with Southern Pacific Transportation Company providing for construction of the undercrossing of their tracks on the Boones Ferry Road-Pacific Highway East Section of the Hillsboro-Silverton Highway north of Woodburn in Marion County.

This agreement grants the State an easement to construct the undercrossing structure and to improve Front Street as required by our construction plans.

The State will reimburse the Railroad for all work Railroad forces perform on this project including the connection of the existing track to the shoofly track; the removal of the track to allow construction of the underpass bridge; the installation of the track on the new structure; the temporary and permanent relocation of the railroad signal and communication lines; the supplying of the rails, ties and fittings for the shoofly track; and the performance of engineering and inspection work. This work is estimated to cost $64,855.

As part of the contract, the State will construct the shoofly with Railroad-supplied materials and will it after construction of the undercrossing is completed.

from agenda

(more)

(A)
2 COPIES TO BE SIGNED

By Cross Reference

NOTED
FLOYD OUERY

In addition, should it become necessary in the future for the Railroad to construct a second track at the site of the proposed undercrossing structure, the State will construct a second bridge at no expense to the Railroad. Our plans have been prepared in such a manner that a second structure can be built without adversely affecting facilities now being constructed. The future structure, if required, is estimated to cost $175,000.

Chairman Jackson approved this agreement on July 31, 1972. It will be on the agenda for your confirmation at the August 8 meeting.

TWL:dl ia

bc Floyd Query ✓
George M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
T. W. Litchfield
J. B. Boyd
Gary Sund
Gary Ross

RECEIVED
JUL 10 1972
FOR FILING

B-6708

Southern Pacific Transportation Company

One Market Street • San Francisco, California 94105

Routing
Peaso
Glann
Litchfield
Berg
Walker
Johnsen

RECEIVED
JUL 11 1972
CONSTRUCTION SECTION

7777

JUL 10 1972

H. M. WILLIAMSON
CHIEF ENGINEER-SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
S. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES-SYSTEM
H. F. DULLY
DISTRICT ENGINEER
R. E. FRAME
DISTRICT ENGINEER

NOTE
A. E. JOH

IN REPLY PLEASE REFER TO
911429/323
0-0-70-12

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: Mr. T. W. Litchfield, Railroad & Utility Engineer

Dear Sir:

Please refer to your file involving construction of Boones Ferry Road - Pacific Highway East Section of the Hillsboro-Silverton Highway and requiring construction of a railroad underpass bridge at Woodburn.

Herewith are duplicate counterparts and one copy of the proposed agreement between us covering railroad construction and maintenance features involved in the project.

If the agreement is satisfactory, please arrange for execution of the counterparts on behalf of State, thereafter returning them to us and we will arrange for similar action on behalf of our Company.

You will note the above mentioned agreement grants to State a right of entry upon certain areas of railroad property for temporary and permanent highway construction.

The permanent easement includes a longitudinal strip of railroad property outside the transverse area for the highway crossing. As you know, it is our policy that we be compensated for longitudinal easement conveyances and especially so when permanent drainage and highway facilities are being constructed upon said strips.

Because we have no recent property appraisals in this area we are not in a position to quote to you an amount of compensation expected. However, in view of State's recent acquisitions of highway rights of way we believe the State is in a position to make us an offer of payment for said longitudinal strips and we ask please that you do so.

Enclosed also are two prints of Communications Department Drawing No. 131-2300-72 showing details of temporary and permanent communications and signal line work. We draw your attention to the necessity of running the communication and signal cables and conduit through the bridge girder because of excessive span for aerial wires.

You will note this proposal is similar to arrangements made for line work at the 17th and Powell project in Portland. We assume you can arrange to have your contractor furnish and place the four 3" diameter conduits between the bases of each dead-ending pole.

If you have any questions on matters related above, please do not hesitate to call upon us.

Yours very truly,

H. M. Williamson

COPIES TO:

AE Johnson
WJ Hart
JB Boyd
RM Harris
JW Valentine

RECEIVED
OCT 27 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

(FORM E-30 (REV. 10-68))

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1972

To: Mr. F. B. Klaboe
Deputy State Highway Engineer
B U I L D I N G

SUBJECT: Construction Agreement
Boones Ferry Road-Pacific Highway
East Section
Hillsboro-Silverton Highway
Marion County

Herewith you will find the duplicate counterparts of the construction agreement for the above captioned project. Inasmuch as this project was awarded on July 17, 1972, it is important this document be approved as soon as possible by the Highway Commission. I suggest you obtain telephonic approval and then send to the railroad the letter I have drafted which is attached hereto.

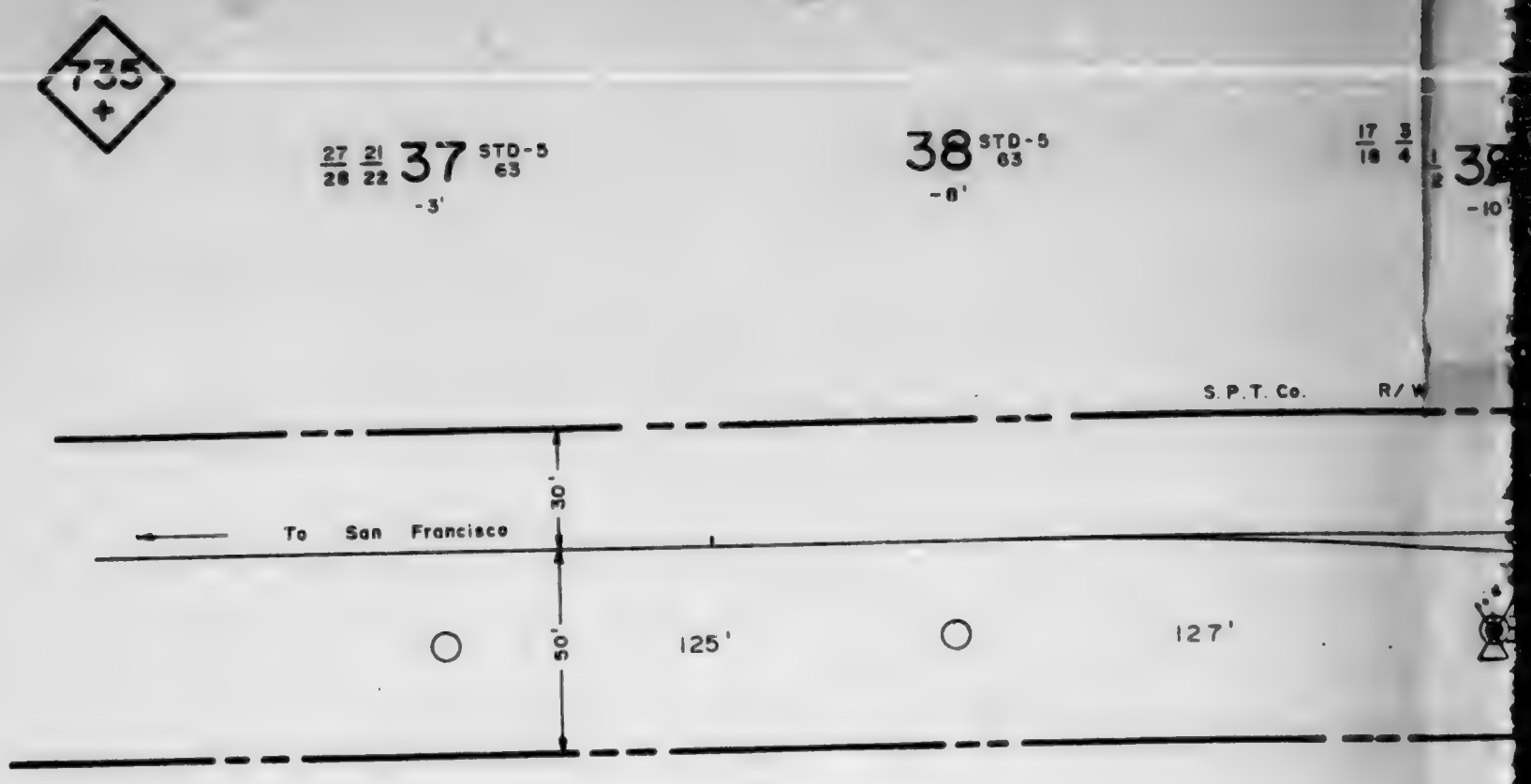
It appears our contractor, White Construction Company, may be delayed if we do not obtain this telephonic approval immediately.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: J. B. Boyd

324 Un ✓
ue 9 2209
E. A. Henderson
CC

RECEIVED
JUL 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER



20 20 2

NOTES:

1. PHASE 1, TEMPORARY, S.P. FORCES TO INSTALL 1-6 PR. DIRECT BURIAL, 1,260' AT 10' CC. STATE TO INSTALL 4, 3" GALV. I.P. FROM MP 736 + 1, TO MP 736 + 3, THROUGH BRIDGE STRUCTURE.
2. PHASE 2, PERMANENT, S.P. FORCES TO INSTALL 1-6 PR. CABLE IN CONDUIT INSTALLED BY STATE. 320'

17/18 3/4 | 1/2 39 STD-5 53 -10'

40 WC-4 -6'

27/28 3/4 4/4 B 736 WC-5 -1'

1 STD-8 63

℄ PROPOSED UNDERPASS

R/W Line

S.P.R.R. M/L

Remove Open Wire Phase 1 (Temp.)

105' 128' 115'

Install Aerial Cable Phase 2 (Perm.)

SEE NOTE 1

25
ADD 1 DA
ADD 1-10M
ADD 1-6pr PLX TERM.

20 REPLACE ON PHASE 2

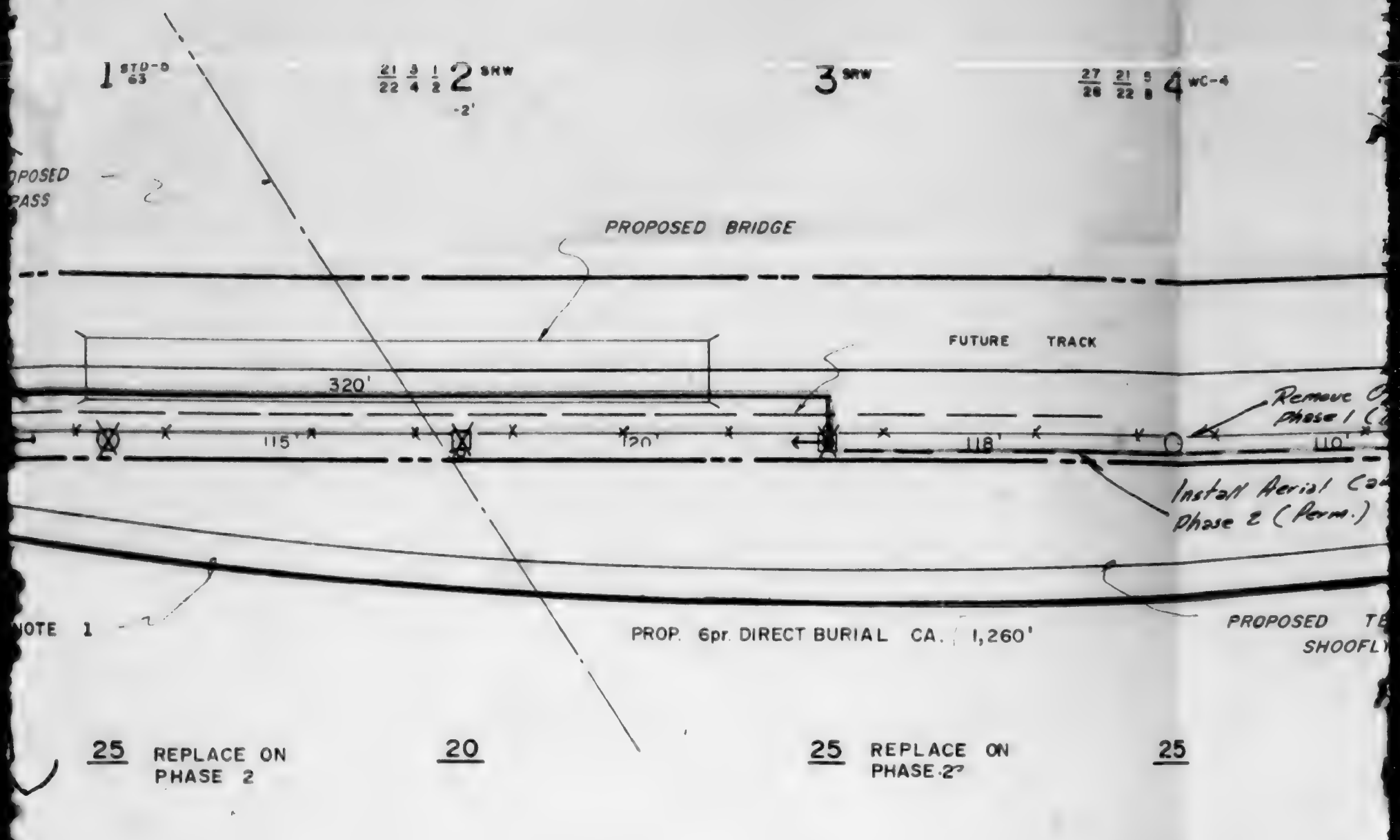
20 REPLACE ON PHASE 2

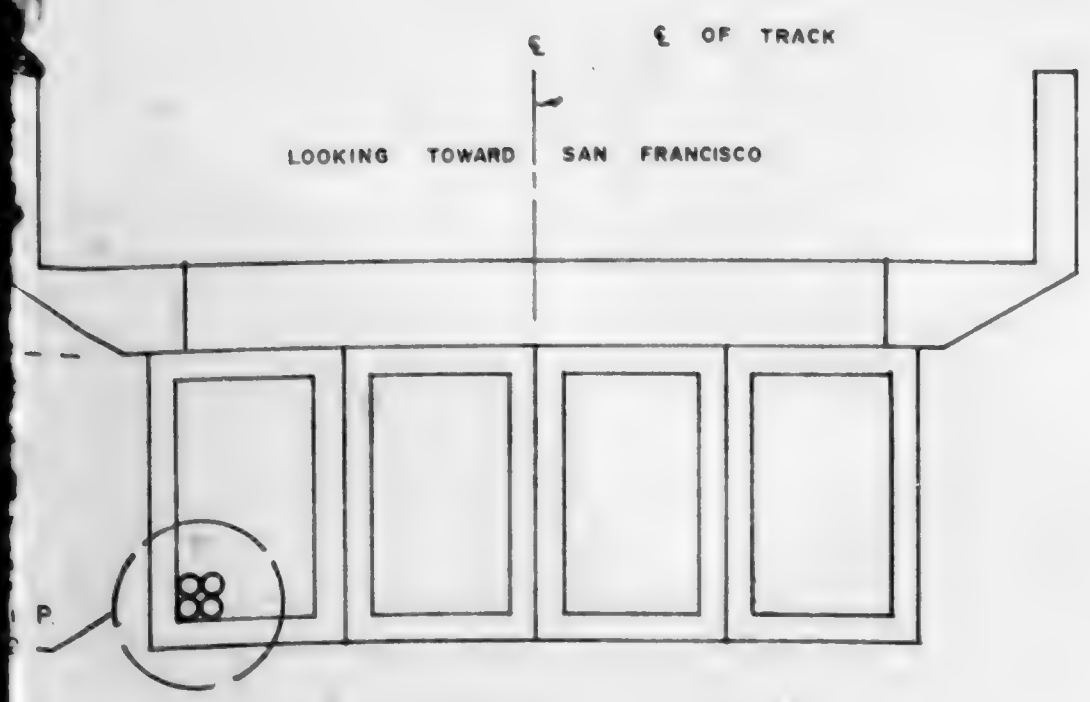
25 REPLA PHASE

PROPOSED EXPANSION FOR FUTURE TRACK

LOO

4-3" GALV. I. P.
SEE NOTE 2

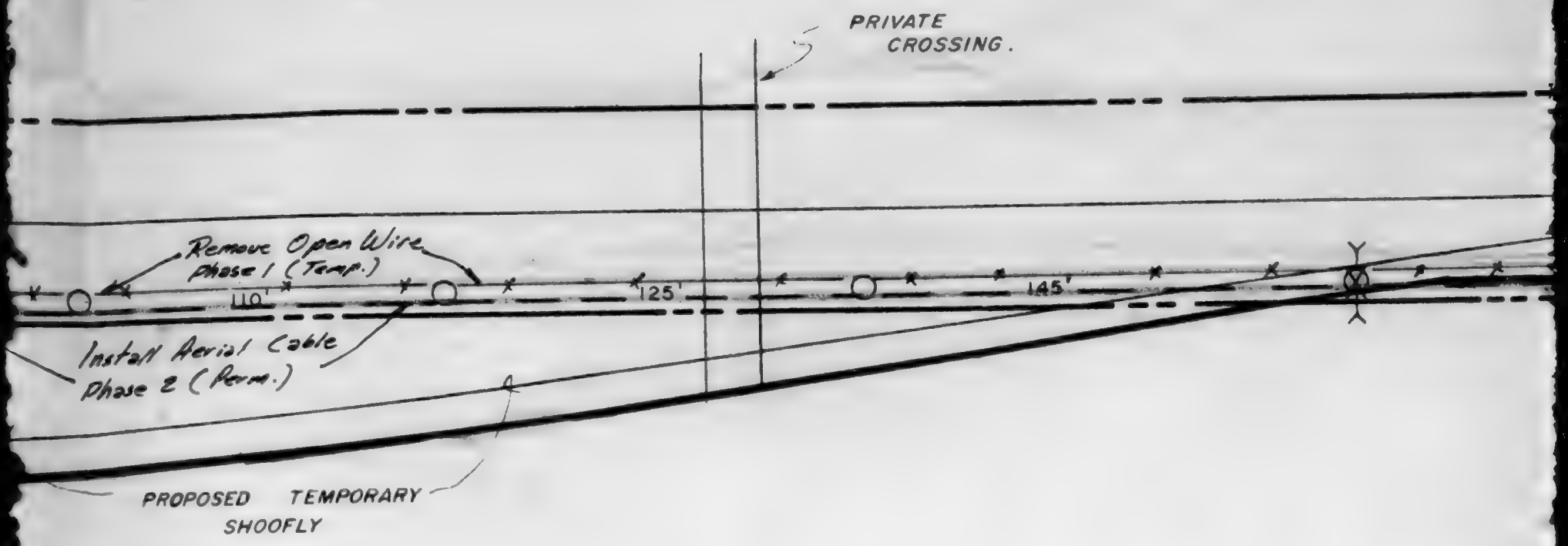




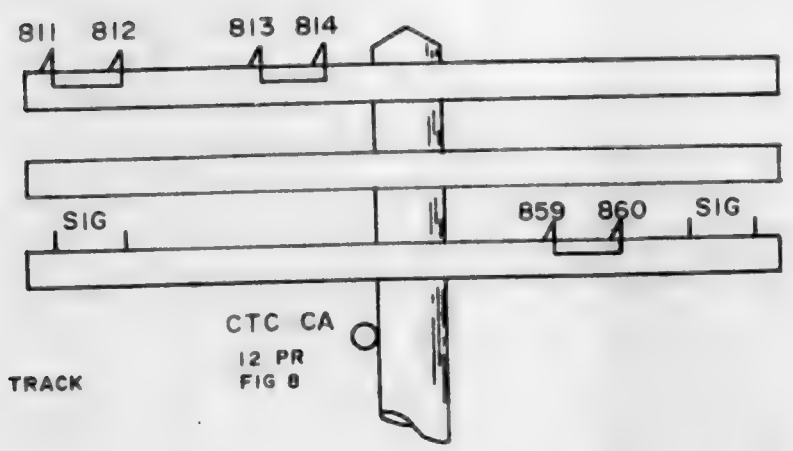
DETAIL "B"

SCALE: 1/4" = 1'-0"

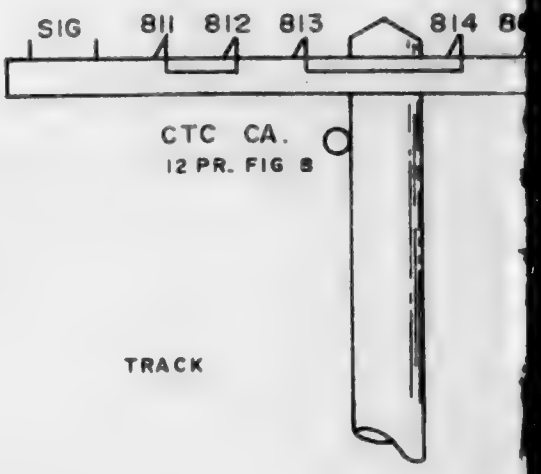
4 WC-4 | 5 WC-4 | 21 22 | 17 18 | 3 4 | 1 2 6 WC-4 | 7 STD-5 63



25 | 30 | 30 | 25 REPLACE ON PHASE 2



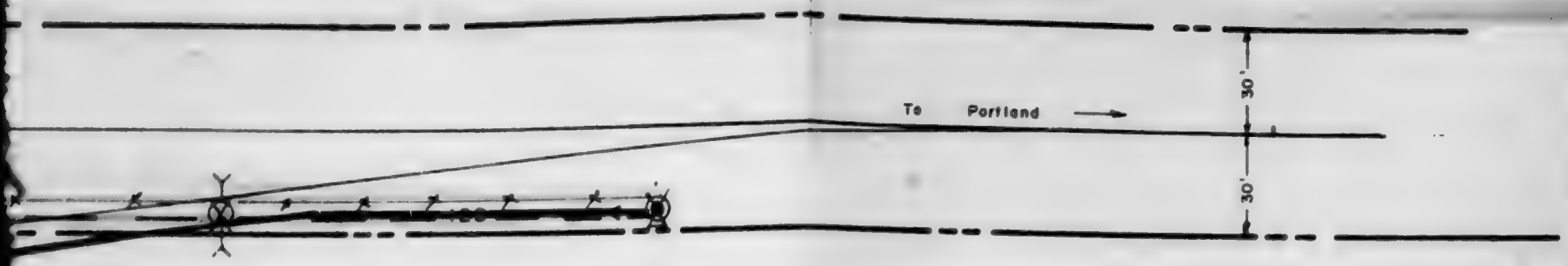
EXISTING



PROPOSED

7 STD-S 63

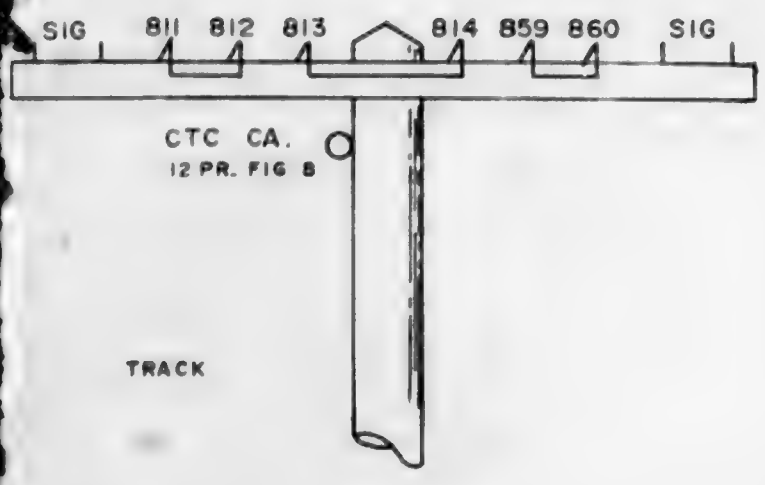
17/16 13/14 9/10 1/2 6/8 8 SRW



25 REPLACE ON PHASE 2

25

ADD 1-DA
ADD 1-10M
ADD 1-6pr. PLX TERM.



PROPOSED

Southern Pacific Transportation Com

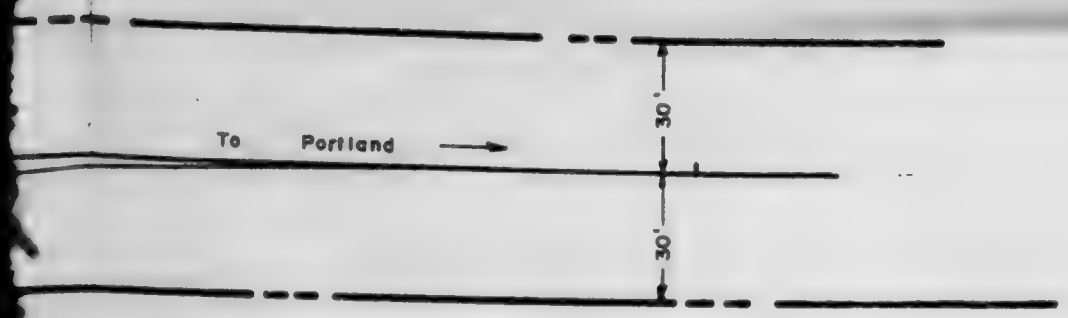
(COMMUNICATIONS DEPARTMENT)
ROSEVILLE — PORTLAND

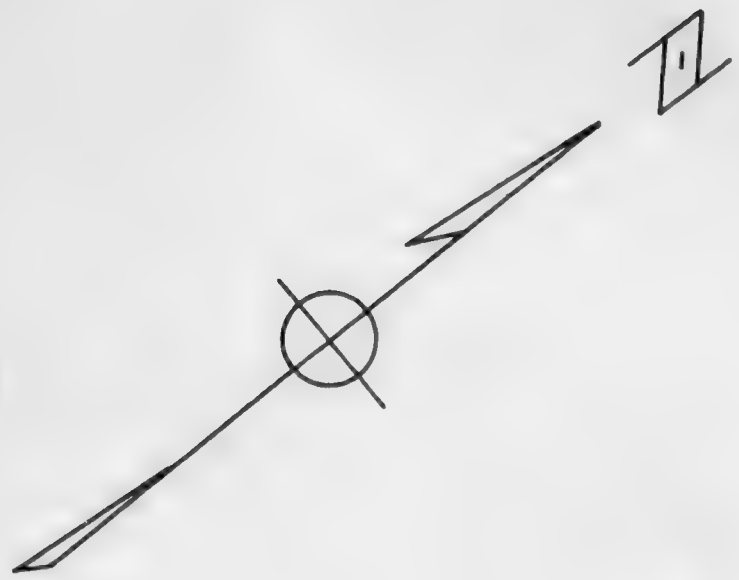
WOODBURN, ORE.

PROPOSED HILLSBORO-SILVERTON HIGHWAY & UNDERPASS MP 736.

131 - 2300 - 72 SHEET 1 of

SCALE: 1" = 50' ENGR: J.H.B. DWN:





1- DA
1- 10M
1- 6pr. PLX TERM.

Southern Pacific Transportation Company

(COMMUNICATIONS DEPARTMENT)
ROSEVILLE — PORTLAND

WOODBURN, ORE.

PROPOSED HILLSBORO - SILVERTON
HIGHWAY & UNDERPASS MP 736.1

131 - 2300 - 72 SHEET 1 *of* 1

SCALE: 1" = 50' ENGR: J.H.B. DWN: DATE: 6-15-72

7777 3-74 C 5

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contract No.	Acceptance Date	Contractor	Section and Highway	County
7777	Feb.28,1974	White Construction Co.	Boones Ferry Road-Pacific Highway East Section Hillsboro-Silverton Hwy.	Marion
7894	Feb.28,1974	Columbia West Materials & Constructors, Inc.	Nehalem Street Clatskanie	Columbia
7706	Mar.1,1974	Valley Inland Pacific Constructors, Inc.	Boring Rd. Interchange Mt. Hood Highway	Clackamas
7389	Mar.5,1974	Gordon H. Ball, Inc.	Gladstone Intch.-Oregon City Interchange East Portland Freeway	Clackamas
7395	Mar.6,1974	Hughes & Ladd, Inc., Hughes & Ladd and Carl R. McConnell	Bubbs Ranch-Weatherby Section Oregon Trail	Baker
7941	Mar.14,1974	White & Palos	Fern Rock Cr.-S. Fork Gales Creek Section Wilson River Highway	Tillamook and Washington

F. B. Klaboe
Administrator and State Highway Engineer

7777

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 15, 1974
Salem, OR 97310

To: Mr. J. B. Boyd
Right of Way Engineer

B U I L D I N G

SUBJECT: Easement Indenture
Boones Ferry Rd.-Pacific Highway
East Section
Hillsboro-Silverton Highway
Contract No. 7777
R/W File 47108

Attached are the duplicate original counterparts of an indenture granting an easement to the State of Oregon, by and through its Department of Transportation, Highway Division, by the Southern Pacific Transportation Company. This easement is granted contingent upon the State paying to the Southern Pacific the sum of $1,220. This value is in agreement with the evaluation of the appraisal review by Marvin W. Hart dated July 27, 1972. Also included, are two copies of the indenture for your use.

This easement indenture has been reviewed and approved by the legal council and all other interested section heads. Please obtain the approval of this indenture from the Chairman or Vice-chairman of the Transportation Commission and upon obtaining this approval have the document signed by Mr. F. B. Klaboe, Administrator and State Highway Engineer. After Mr. Klaboe has signed this document please have it returned to me and I will forward it to Southern Pacific Transportation Company for final execution by their principals.

J. E. Chidsey
Railroad & Utility Engineer

JEC:jrk
Attach.

cc: F. B. Klaboe
C. W. Head

NOTED
MARIE STEPHENS

RECEIVED
STATE HWY ENGR
MAR 15 '74
REFER TO
FOR
Info | Advise | R/D | D/R | Sign | Ret | File

1171

5

8-2660

Southern Pacific
Transportation Company

Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

C. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

March 12, 1974

IN REPLY PLEASE REFER TO
GMO 79559
0-0-70-12

Mr. J. E. Chidsey, P.E.
Railroad and Utility Engineer
State Highway Department
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Chidsey:

Referring to previous correspondence in connection with various aspects of the Hillsboro-Silverton Highway (Woodburn By-Pass) and underpass at Milepost 736.1 near Woodburn.

We feel there are several items relating to the 100 inch diameter culvert which should be clarified. You state in your letter of October 25, 1973, that, "Since this 100 inch culvert was installed by the State at your request to replace an existing 60 inch culvert which was inadequate, etc.". The facts as indicated by our file are that a joint City, County, State and Soil Conservation District area drainage study revealed a number of drainage structures in the area were incapable of handling the maximum flows reaching them. The existing 60 inch culvert under the track and adjacent Front Street, was one of the inadequate structures which the State, in connection with subject highway construction, proposed. Subsequently, the State discarded a proposal to install a double 8'x12' concrete box and adopted a plan to install along side of the existing 60 inch culvert a 100 inch diameter culvert. To avoid complications arising from jurisdiction of construction under the track and under adjacent roadway, the State was asked to include in their contract the total installation proposed.

Had we been apprehensive at the outset of the project that difficulty would be encountered during construction and that future maintenance of an extraordinary nature was not a remote possibility, we most certainly would have included in the construction-maintenance agreement a provision covering reimbursement to Southern Pacific Transportation Company for the cost of such maintenance.

In these circumstances and because a doubtful situation does exist, we believe it to be only fair for the State to bear the expense of reasonable maintenance or repairs of an extraordinary nature for a representative period of time.

RECEIVED
MAR 18 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
J. E. CHIDSEY

RECEIVED
MAR 15 1974
UTILITY UNIT

There also appears to be a misunderstanding concerning the extension of this culvert and revision of the headwall. You state in your letter you feel that for a number of reasons and since the pipe was installed at our request, and this was a reasonable addition, the cost should be borne by us. You also point out the additional cost, which we understand is just over $2,400, is relatively insignificant in comparison with the overall cost. We do not consider this figure insignificant.

To fully understand our point of view, it is necessary to go into the background of why the extension was deemed necessary. On August 28, 1973, Mike Harris of the Oregon State Highway Department and our Engineer-Inspector D. W. Murray, measured an elevation to the top of the 100 inch pipe and a distance from our track centerline of 45 feet, which showed the pipe to be approximately five feet short, using our standard roadbed section. A meeting was held that afternoon with Ross Harris, Resident Engineer, Dave Jones, Dick Garland, the contractor and the two aforementioned people. Mr. Murray pointed out he could not allow them to undercut our roadbed to install the headwall beyond a 1:1 slope beginning 10 feet from our track centerline. He, therefore, suggested extension of the pipe by five feet to conform to our standard roadbed section. Messrs. Garland & Jones suggested that the parapet of headwall be raised rather than extending the pipe. This would not solve the problem of undercutting the roadbed during headwall construction.

Mr. Ross Harris agreed that the pipe would have to be extended for these reasons and said he would get an OK to proceed on this basis. He asked Dick Garland to contact Commercial Shearing about additional liner plates.

On August 29, 1973, a meeting was arranged at the site by Mr. Gerald W. Wimer, OSHD and our Mr. E. A. Kendrew for 10:30AM. It was attended by Messrs. Wimer, Phil Preston, Ross Harris, Dave Jones and Walt Sandquist of OSHD, Roy Houck, Kelly White and Dick Garland, contractors and D. W. Murray and B. E. Kleinhans with Southern Pacific Transportation Company. Mr. Wimer indicated the meeting had been called due to Mr. Murray's request of Mr. Harris to extend the pipe five feet to conform with our standard roadbed section. Mr. Wimer pointed out that while the railroad had given the State a copy of our standard roadbed section and it had been included in their plans, it specifically referred to construction standards for the shoo-fly (as shown on sheet 2A-1). Mr. Wimer said that cross section of roadbed at the pipe location, as shown on sheet 2B of State's plans, indicates that design of the headwall was based on a 1.5:1 slope. Please note there are no other dimensions or scale shown and this is not much more than a sketch. Mr. Wimer commented and everyone agreed that it seemed somewhat odd that standards for a temporary shoo-fly would be greater than standards for design and construction of headwall for pipes at permanent locations. It was his personal feeling that standards for shoo-fly and headwall if anything should have been reversed.

Mr. Harris had a cross section of the roadbed at the pipe location with a 14 foot shoulder from centerline of track and 1.5:1 slope shown. He said this represented the pipe in its present location and that it did conform to our roadbed section. Mr. Murray said it did not agree with those figures that he and Mike Harris had measured the day before. This cross section showed the pipe to be 47 feet from centerline of track. Mr. Wimer asked Mr. Harris to have his crews measure the distance and elevation again.

Mr. Murray pointed out again that if the pipe was not extended our roadbed would have to be protected by shoring or whatever was required while the headwall was constructed.

Later that day, Messrs. Ross Harris and Dave Jones stopped by the project with a new cross section plotted from information requested by Mr. Wimer and showed it to Mr. Murray. It verified the information gathered by Mr. Murray the previous day. Mr. Harris, therefore, felt the pipe should be extended no less than three liner plate rings or 48 inches to conform to plans based on a 1.5:1 slope. In fact, he would recommend that four rings or 64 inches be added to the pipe as this would allow the headwall to be constructed in conformance with our current roadbed standards.

Mr. Murray and Mr. Harris both agreed from the earlier meeting that Mr. Wimer had left them with the impression that any additional cost for protection of railroad's roadbed and or extending pipe beyond what the plans called for, would be at the railroad's expense.

Mr. Murray then relayed to Mr Harris what he was told by Mr. Kendrew earlier in the day. "As far as we were concerned pipe and headwall installation was to be constructed according to the plans and specs. as agreed to and approved by us. That if the elevation of the pipe as constructed was below planned grade, then it was up to the State to see that pipe was extended or headwall raised or whatever necessary to make it conform to standard plans and specs. and that we would not be responsible for any costs involved to see that this is done." Also, that it was Mr. Kendrew's decision that no further work on this portion of the project be undertaken until the railroad receives conformation from the State that these things be agreed to and done by the State at no extra cost to the railroad. Mr. Harris said he would inform Mr. Wimer that evening.

On August 30, 1973, Mr. Kendrew, by phone, had conversation with both you and Mr. Harris concerning this matter. The outcome of Mr. Kendrew's discussion with you on this matter is that the pipe would be extended an additional nine feet four inches. This would be done at no additional cost to the railroad. There apparently was some misunderstanding concerning the length of extension. On August 31, 1973, this figure was changed to six feet eight inches.

On September 5, 1973 Mr. Murray asked your Mr. Dave Jones for a copy of the price agreement between the State and White Construction Company covering the pipe extension and headwall work. He refused the request saying it wasn't necessary as this was between the State and their contractor to do extra work which the State would pay for and that it would not cost the railroad anything.

Therefore, based on the above, we do not feel obligated to pay for the pipe extension or modification to the headwall. We feel that this additional work was due largely to the fact that the grade of the pipe was, as constructed, considerably lower than planned. We do realize problems were encountered during construction. On December 4, 1972, when difficulty was being experienced, a three way telephone conversation was held to discuss the problems. Messrs. Ray Wimp and Floyd Knutsen of our San Francisco office, Messrs. Ted Litchfield and Wimer from your department and Messrs. Kendrew and Johnston of our Portland office, all talked the matter over. The conclusion reached was to allow the contractor to proceed, but to hold him more rigidly to the plans and specs., and the State was to furnish us with more information on the pipe itself. It must be apparent that the contractor was not held to grade in the installation of the pipe.

One item that has not been touched upon in relation to maintenance of the pipe and the adverse grade of a portion of it, is the fact that there will always be standing water in that portion. Should it become necessary to do any sealing, gunite lining, etc. to this structure, this will certainly cause a problem and increase the cost.

Considering all of these factors, we will ask you again to refer to our previous request of September 7, 1973 for an agreement to cover extraordinary maintenance of the structure for a period of five years.

We understand there has been a request on behalf of your Resident Engineer Mr. Ross Harris for a letter of acceptance on the underpass structure. There is an item of concern to us which has not yet been cleared up.

On August 30, 1973, our Engineer-Inspector D. W. Murray noticed numerous small hairline cracks in the lower portion of the prestressed concrete box girder beams. These cracks, horizontal and averaging about 11 inches above base of beam, were reported to this office, your people in the field and the contractor.

On September 10, 1973, a meeting was held in the field to discuss the cracks. It was attended by Messrs. Ross Harris, Walt Sandquist, Ted Boachly, Phil Oakley, Dick Garland and Murray. They noted the cracks were 0.005 inch to 0.007 inch wide, not necessarily confined to the bottom ten inches of the beam and that there were some in the beam bottoms. Various possibilities as to cause were discussed without

any conclusion reached. Mr. Boachly indicated that we would receive a report from the State on their evaluation of the problem as soon as possible.

As of this date, we have not received a report from any of your people relating to the cracks in the beams.

You are also aware of our recent conversations concerning the leaks in the deck waterproofing which you wish to repair. Perhaps these items should be taken care of before we consider the letter of acceptance.

We will await further word from you on all of these matters now that you fully understand our position.

Yours truly,

Chas T. Bolen

cc: Mr. Ross Harris, Resident Engineer
State Highway Department
Post Office Box 30
Salem, Oregon 97310

xc: E.S. Hunter
H.S. Coulter
C.T. Keasey
J.H. Versteeg
W.J. Hart
J.B. Boyd
C.O. Frederickson
J.L. Sollis

7777

S

March 1, 1974

St. Paul Fire and Marine Ins. Co.
733 N. J. Multnomah
Portland, OR 97232

Gentlemen:

Contract No. 7777 awarded to White Construction Company for work on the Keenes Ferry Road-Pacific Highway East section of the Hillsboro-Silverton Highway in Marion County was completed on December 31, 1973, and accepted by the Administrator and State Highway Engineer on February 28, 1974.

Final payment in the amount of $52,740.37 will be released to the contractor after March 6, 1974. The total contract amount is $1,184,373.36 including $30,727.77 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Read
ADMINISTRATIVE SERVICES

fhn

cc White Construction Co.
P. O. Box 251
Bend, OR 97701

White Construction Co.
2705 Lancaster Dr., NE
Salem, OR 97310

C. T. Kensey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
C. O. Fredrickson

7777 5

FORM S-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Boones Ferry Rd.- Pacific Highway East		WEEK ENDING: January 19, 1974
		SECTION PREFIX: 124-1129
HIGHWAY: Hillsboro-Silverton		COUNTY: Marion
NAME OF JOB: Boones Ferry Rd.-Pacific Hwy East	KIND OF WORK: Grading, Paving & Structures	
CONTRACTOR: White Construction Co.	CONTRACT NUMBER: 7777	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 14, 1972	DATE WORK STARTED: July 17, 1972	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS 473	CALENDAR DAYS USED 518
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 110%
PROJECT AUTHORIZATION: $ 1,696,122.75	ENGINEERING AUTHORIZATION $ 111,670.24	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
EXCLUSIVE OF ENGINEERING: $ 1,584,452.51	ENGINEERING COST TO DATE $ 189,124.70	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,568,417.51	PERCENT OF AUTHORIZATION 169%	DATE PROJECT WAS COMPLETED: December 28, 1973
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1 %		Semi-Final submitted to Region office on 1/18/74

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Traffic Signals
100%	100%	100%	100%	100%		100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.6	1.6			1.6
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.6	1.6			1.6
TOTAL ESTIMATED QUANTITIES (CONTRACT)	143,000 cy	26,000 T			15,600 T
TOTAL QUANTITIES CORRECTED TO DATE	145,800	31,000			16,400
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	131,000	31,000			16,300
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13478	13479						
PERCENT	100%	100%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13	Rain	No		
MONDAY 14	Rain	No		
TUESDAY 15	Rain, flooding	No		
WEDNESDAY 16	Rain, flooding	No		
THURSDAY 17	P. Clear	No		
FRIDAY 18	Cloudy	No		
SATURDAY 19		No		

RECEIVED
BEN GIFFORD

Boones Ferry Rd.-Pacific Hi_.way East

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	13	No activity.
MONDAY	14	No activity.
TUESDAY	15	No activity.
WEDNESDAY	16	No activity.
THURSDAY	17	Contractor grouting signal pole bases.
FRIDAY	18	Contractor cleaning out ditches.
SATURDAY	19	

REMARKS

Project was completed on Friday, December 28.

Contractor worked ½ day grouting signal pole bases, as requested.

Third notification is being held until minor clean-up is completed.

Semi-Final sent to Region office on 1-18-74.

SIGNED Ross M. Harris LOCATION Salem

Ross M. Harris

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

77776

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 8, 1974

NOTED
E. S. HUNTER

Mr. Richard W. Sabin
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Attention Mr. David Astle
Administrator, Railroad Division

Dear Sir:

Boones Ferry Road-Pacific Hwy. E. Section
Hillsboro-Silverton Hwy.
Undercrossing of S.P.R.R.
PUC Order No. 72-586
Crossing No. C-736.1-B

Pursuant to your Order No. 72-586 issued August 22, 1972, for construction of a highway undercrossing structure (known as North Woodburn Underpass on the Hillsboro-Silverton Highway) under the tracks and right-of-way of the Southern Pacific Transportation Company in the City of Woodburn, Marion County, Oregon, you are hereby notified that construction of the project was completed on December 28, 1973.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

RWE/ag

cc E. S. Hunter
J. Sollis
C. O. Fredrickson
J. Chidsey

RECEIVED
JAN 9 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7777

S

January 4, 1974

Mr. A. W. Kilborn, Superintendent
Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

Attention: Mr. E. A. Kendrew Contract 7777

Dear Sir:

All work under Contract No. 7777, Boones Ferry Rd.-Pacific Hwy. East Section of the Hillsboro-Silverton Highway in Marion County, was completed December 28, 1973.

In accordance with the agreement with your company, complete and final billing for all railroad work on this project is to be submitted on or before April 27, 1974.

Very truly yours,

L. H. Young
Office Engineer

VG:bb
cc: Jess Jonas
J. E. Chidsey

7717

5

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

December 18, 1973

Mr. Robert L. Engle
Attorney at Law
P. O. Box 355
Woodburn, Oregon 97071

F. B. YEASTE

Re: Change of Grade Claim -
Mr. and Mrs. James Vandehey

Dear Mr. Engle:

I have asked the Right-of-way Section to furnish me with the information relating to your clients' claim for damages because of change of grade as a result of the construction project in the vicinity of your clients' house. After reviewing the information furnished and a rather extensive photo coverage of the area, it would appear that the project while it may have placed the clients' property on the end of a culdesac did not change the grade of the street as it relates to your clients' property in any degree that would afford him any damages. The street immediately in front of his house was not involved in the construction project at all except that it was barricaded permanently at the property line. The sidewalk alongside your clients' house was left at its grade prior to the construction project except for perhaps 15 feet but was lowered from six to 10 inches as it approached the intersection. I certainly do not see how this slight modification in grade of the sidewalk adjacent to your clients' property can in any way be construed as a change of grade that affords him any damages by reason of the construction project.

I therefore must advise you that the Highway Division does not recognize your claim for damages as the result of the construction project and if you feel that your client has a cause of action, I would suggest that you proceed to file your complaint.

Sincerely,

Jack L. Sollis
Assistant Attorney General

RECEIVED
STATE HWY ENGR
DEC 21 73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

mlm

cc: J. B. Boyd
Rod Henry
Walter Barrie

EICHSTEADT, BOLLAND & ENGLE
ATTORNEYS AT LAW
345 NORTH SECOND STREET
P. O. BOX 355
WOODBURN, ORE. 97071

HAROLD A. EICHSTEADT
MARVIN O. BOLLAND
ROBERT L. ENGLE

TELEPHONE
981-0155

AREA CODE
503

November 26, 1973

Administrator
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

This office represents Mr. and Mrs. James Vandehey who reside at 960 High Street, Woodburn, Oregon. Their property is on the southeast corner of the intersection of Boones Ferry Road and Highway 214 where a portion of the new Woodburn bypass construction has recently been completed.

This letter constitutes notice upon you that Mr. and Mrs. Vandehey believe that the state, through inverse condemnation, has substantially and materially depreciated the value of their property primarily by reason of the change of grade adjoining their property.

I would be most happy to discuss the claim of Mr. and Mrs. Vandehey with your representative prior to the filing of a complaint. I will withhold any further action upon this matter until December 15, 1973 to give you an opportunity to investigate this claim.

Yours truly,

ROBERT L. ENGLE

RLE:mem

cc: Mr. and Mrs. James Vandehey

cy sent to Hwy Files

RECEIVED
STATE HWY ENGR
NOV 27 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7777

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

October 25, 1973

Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Tunnel Liner Installation
Boones Ferry Rd.-Pacific Hwy. East Sec.
Hillsboro-Silverton Highway
Marion County
Contract No. 7777
Your File: GMO 79559
0-0-70-12

Dear Sir:

Your letter of September 7, 1973, covering various aspects of the installation of the 100" culvert liner installed under your tracks and at your request on the Boones Ferry Rd.-Pacific Highway East Section of the Hillsboro-Silverton Highway near Woodburn, has been submitted to our Legal Section, and to our Regional Office for their review and comments.

In your letter, you asked for basically a five-year extraordinary maintenance agreement to be entered into between the Railroad and the State, covering this 100" culvert. Since this 100" culvert was installed by the State at your request to replace an existing 60" culvert which was inadequate, and since the installation was under your railroad tracks, we feel that the installation was made in conformance with the plans and specifications with material approved by your San Francisco Office. Therefore, we do not feel it reasonable for the State to assume any extraordinary maintenance on this culvert. One possible exception might be that the State would be obligated for any extraordinary maintenance caused by additional loading placed on the pipe due to the shoo-fly that was constructed during the project.

NOTED
H.S. COULTER

In regards to the extension of the 100" culvert and the additional size of the headwall which was necessary due to field conditions encountered, I am sure you can understand that in a project of this complexity of the installation of this 100" culvert, that exact plan elevations, dimensions, etc. are virtually impossible to meet. The necessary extension of the pipe and the additional headwall size were both items that were reasonable for this type of installation and therefore, we feel that since the pipe was installed at your request, this is a reasonable addition to this pipe and therefore, the cost should be borne by you. The additional cost involved is relatively insignificant in comparison with the overall cost of the pipe installation.

On April 30, 1973, I wrote to you requesting your opinion if further strengthening of the 100" pipe was necessary and if you felt it was necessary, requesting your recommendation. As I stated in my letter, otherwise it would be our intention to proceed with the cleaning and sealing the small opening at the corners of each of the plates. We assume from your letter of September 7, that you feel no strengthening is necessary at this time, but you make no comment as to whether we should proceed with the sealing of the plates. This would be primarily for the benefit of the Railroad, and since it is a part of the overall culvert installation, it would be chargeable to you. We will not proceed with this sealing without authorization from you. If you desire these plates to be sealed, please inform us prior to the completion of our current contract, so that our contractor may perform this work. If you want to wait a period of time before determining whether this sealing is necessary, we will assume that you will make your own arrangements to have this work performed.

I hope this clarifies the State's position regarding the installation of this 100" culvert. If you wish any further discussion on this, please contact me and if you feel it is warranted, I will arrange a meeting between the Railroad and the State, at which time these various points can be discussed and possibly an agreement reached upon them.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly

cc: Southern Pacific - San Francisco

bc: H. S. Coulter
C. T. Keasey
Jack Sollis
J. B. Boyd
C. O. Frederickson
Ross Harris
J. W. Valentine

NOTED
H. S. COULTER

Southern Pacific
Transportation Company

Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

IN REPLY PLEASE REFER TO

C. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

September 7, 1973

GMO 79559
0-0-70-12

RECEIVED
SEP 17 1973
Office of
Assistant State Highway Engineer

RECEIVED
SEP 17 1973
UTILITY UNIT

Mr. James E. Chidsey
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Referring to previous correspondence relative to the tunnel liner plate pipe installed in connection with the Hillsboro-Silverton Highway (Woodburn Bypass) and underpass at MP 736.1 near Woodburn.

The data submitted covering the tunnel liner plate was finally installed within the provisions of the job specifications. However, due to the problems encountered during construction there is reason to believe the installation should be observed for a period of time to ascertain whether or not the structure will continue to maintain its shape. It appears that an agreement should be reached with State covering observance and inspection of the structure for a representative period of five years which would cover the extra-ordinary maintenance if pipe should fail.

If the culvert remains in shape for the five year period, it could be assumed there will be no further trouble encountered. If, on the otherhand the structure should start to deform, the State should be required to add strengthening elements to insure the standard degree of structural safety.

Please advise if the State will enter into a supplemental agreement or a separate agreement covering this extra-ordinary maintenance feature.

We were furnished one print of State Highway Drawing B-545 covering the concrete headwall at "FS" Station 12+35. This drawing, revised August 31, 1973, illustrates the proposed concrete headwall to meet existing field conditions. The actual pipe centers are 15'4" and we note that the parapet has been increased from 1'2" square to 1'6" and additional rebar has been added for this additional width. Since this revision is an adjustment of previously approved design to meet actual field conditions, feel that this drawing is satisfactory.

It is our understanding that the extension of the 100" pipe and the additional size of headwall will not be charged against Southern Pacific. This revision has been brought about due to field construction and should not be our responsibility. We understand that the State has made a separate price agreement with contractor and will handle same.

XC: H. S. Coulter
C. T. Keasey
C. O. Fredrickson
Please advise

Yours truly,
C T Babers

NOTED
J. E. CHIDSEY

7777

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 15, 1973

SUBJECT: Boones Ferry Rd.-Pacific Hwy. East
Contract No. 7777
Request for Additional Authorization

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

Herewith Form E-372 showing an 11.3% overrun on this project. The expected overrun amount is $177,725.00. The project is almost completed with an expected opening to traffic late this month.

The largest added work item was covered by Price Agreement No. 10 which made the change in typical section on the easterly end of the project (Mt. Hood Ave.) from the 44 foot ditch section in the plans to a new 64 foot curbed section. This was at the request of the City of Woodburn and they contribute half of the extra cost of this. We have not taken this credit into account in the reconciliation of the contract cost, however, as we don't ordinarily make a distinction between the types of funding going into a project.

Another late added item which is expected to cost at least an extra $20,000 is the addition of a signal at the very east end of the project where it intersects with Pacific Highway East. This item alone amounts to about one-third of the available contingency funding. Both of the above overrun reasons were specifically submitted to the Transportation Commission (See attached July 25, 1973 letter regarding typical section change and July 27, 1973 letter regarding the signal).

Since the Commission has specifically approved both these matters and was advised at the time of their approximate cost, and that they were being added to this particular contract, I wonder if we need to go to the Commission with this request for increase in authorization. In effect, the authorization has been increased by $125,760, but it wasn't stated quite that plainly and has not been plugged into the contract records. In case you wish to formalize it in the conventional way using the attached form, a rough draft letter to accompany it to the Commission is attached.

RECEIVED
OCT 16 1973
Office of
Assistant State Highway Engineer

JAB:fr
Enc.

10-16-73 Necessary
Question need for
Do not submit. —

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Boones Ferry Rd.-Pacific Highway East Date September 26, 1973

Highway Hillsboro-Silverton Contract No. 7777

County Marion Kind of Work Grading, Paving & Struct Contractor White Const. Co.

	Authorized	Estimated
Contract Amount	$ 1,323,178.00	$ 1,374,978.00
Anticipated Items	72,700.00	73,150.00
Contingency (4½%)	62,814.51	120,289.51
Engineering	111,670.24	179,670.24
Credits		
PROJECT COST	1,570,362.75	1,698,097.75
	NET INCREASE $	177,725.00 OR +11.3 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)

		Expected Amount	Net Change
(c)	Embankment Foundation Excavation	+ $ 9,000	
(c)	Trench Excavation	+ 6,000	
(c)	Lime Treatment of Subbase	- 33,450	
(c)	Cement Treated Base	+ 20,035	
(c)	Asphalt Concrete	+ 6,100	
(c)	Culverts, Storm Sewers & Inlets	+ 32,195	
(c)	Curbs & Walks	+ 4,600	
(c)	Pile Extensions	- 5,400	
(u)	Steel Conduit	+ 6,450	
(u)	Sheet Piling	+ 7,835	
(u)	Channel Extension	+ 5,500	
(u)	Traffic Signal	+ 20,000	
(u)	Adjust for conflict with City sewer contract	+ 7,000	

Principal reasons for overruns (Continue on reverse side): Most of the contract item overruns are due to widening Mt. Hood Ave. and adding curbs and gutters at the City's (Woodburn) request. Also, changes in the RR structure as requested by the RR Co. The addition of a traffic signal at Pacific Highway E. will take 1/3 of the contingency fund.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by /s/ Ross M. Harris
Resident Engineer

Confirmed by /s/ Gerald Wimer
Regional Engineer

Noted by _____
Construction ~~or Bridge~~ Engineer

Noted by _____
~~Deputy or~~ State Highway Engineer

7777

cc: C. W. Head
G. M. Baldw...
F. B. Klaboe
H. S. Coulter
V. E. Skoog
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher
Gary Sund
Bob Whipps

JAB:fw dpy

October 15, 1973

TO Oregon Transportation Commission

FROM A. E. Johnson
Acting State Highway Engineer

SUBJECT Request for Time Extension
Boones Ferry Road-Pacific
Highway East Section, Hillsboro-Silverton Highway
Contract No. 7777

White Construction Company, contractor on this project, has requested a 47-day extension of their contract time based only on added work. The contract was awarded July 14, 1972, with 420 calendar days allowed. The time allowed expired September 21, 1973 and liquidated damages accrue at the rate of $200 per day. The project is expected to be opened to traffic late this month.

The work added to the contract to date by various change orders amounts to 8.06 percent of the contract money amount. On a time money basis, this justifies a 34-day extension. Three strike days (July 30, 31 and August 1, 1973) were not charged against the contract time due to complete interruption of the work by the operating engineers. These three dates cover a Monday through Wednesday, but the full work force did not resume until the following week. Four additional days for re-mobilization, and a weekend are justified. Some late added signal work is anticipated at the connection to Pacific East Highway. This justifies 15 days extension.

I have therefore granted a 53-day extension of time on this project in accordance with the authority granted to the State Highway Engineer.

This matter will be on the agenda for your concurrence at the October 24 meeting.

7777

October 15, 1973

White Construction Company
P. O. Box 201
Bend, Oregon 97701

Gentlemen:

We have reviewed your request for a 47-day extension of time on Contract No. 7777 for work on the Boones Ferry Road-Pacific Highway East Section of the Hillsboro-Silverton Highway in Marion County.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 53 days is granted which should eliminate all time liquidated damages. This extension is based on 34 days for added work, four days for the strike impact, and 15 days for the late signal work to be done at the connection to Pacific Highway East.

Very truly yours,

A. E. Johnson
Acting State Highway Engineer

cc: C. W. Head
F. B. Klaboe
H. S. Coulter
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
Ross Harris
V. L. Gallagher

JAB:fw dpy

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7777 Contractor WHITE CONSTRUCTION CO.

Highway HILLSBORO - SCIVERTON

Section BOONES FERRY RD. - PACIFIC HWY EAST

Kind of Work GRADING, PAVING & STRUCTURES

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend extension for 34 days for added work, 4 days for strike impact, and 15 days for late signal work to be done at the connection to Pacific East Highway.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7777
Project designation	State (State-Federal)
Date awarded	July 14, 1972
Work started	July 17, 1972
Per cent completed	75% Sept. 28, 1973 (Date)
No. of Workdays Allowed	420 Calendar
No. of Workdays Used	428 Calendar
No. of Added Workdays Requested	47

SP*8296-734

B-220 (Rev.)—8M—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 9/11, 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 420 days to 467 days, within which to complete our Contract No. 7777, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: INCREASE IN CONTRACT WORK AS AUTHORIZED BY THE STATE OF OREGON THROUGH VARIOUS PRICE AGREEMENTS AND CHANGE ORDERS

Respectfully submitted,

WHITE CONSTRUCTION CO.
Contractor

By .....

CONSENT OF SURETY

Date September 11, 1973

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

M. H. Webb
Attorney-in-fact
M. H. Webb (SEAL)

.....
Resident Agent

NOTED
H. S. COULTER

RECEIVED
OCT 12 1973
Office of
Assistant State Highway Engineer

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1973

SUBJECT: Boones Ferry Rd.-Pacific Highway East
Contract No. 7777
Request for Time Extension

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

White Construction Company, contractor on the above project, has requested a 47-day extension of contract time based only on work added to the contract. The contractor does not show how he arrives at this 47 days. This contract was awarded on July 14, 1972 and the day count started July 26 with 420 calendar days allowed. This forecast a mid-September, 1973 completion. After allowing for stop work orders and three days that were not charged during the 1973 strike, the 420 days allowed expired September 21. Liquidated damages accrue at $200 per day.

The work added to the contract up to now amounts to 8.05 percent of the contract money amount. On a time/money prorated basis, this justifies a 34-day extension. (a request for increase in project authorization will also be forthcoming.) Three strike days (July 30, 31 and August 1, 1973) were not charged against the contract time due to complete interruption of the work by the operating engineers. The contractor has alleged that he actually lost the full week because of this. These three dates cover a Monday through Wednesday, but the full work force did not resume until the following week, so four additional days for re-mobilization, strike impact and a weekend are recommended.

The abovewould amount to a 38-day extension which would run to October 29. Completion of the contract work as now authorized is estimated to be accomplished by about that time. However, some late added signal work will likely run later. To try to save making another request, I suggest we add another 15 days to the time extension for the late signal at the connection to Pacific East Highway. I understand this will be done on a force account basis but with certain State furnished materials, and the orders are not in yet. We may reach a stop work situation when the regular contract is done and we are waiting some part of the signal package.

This is a State project. Rough drafts to the Commission and contractor on the basis of a 53-day extension are attached.

JAB:fw
Enc. cc V. L. Gallagher

WHITE CONSTRUCTION COMPANY
POST OFFICE BOX 201 • BEND, OREGON 97701 • (503)382-8418

September 11, 1973

Mr Ross Harris, Resident Engineer
Oregon State Highway Division
P.O. Box 30
Salem, Oregon 97308

Re. Time Extension, Contract #7777
Boones Ferry Road - Pacific Hwy. East

Dear Sir:

Enclosed is our request for time extension for contract # 7777; this request is based on increased work to the project as authorized by the Highway Department, and is for forty seven days based on contract amount. The time requested should allow for contract ~~correction~~ completion as the work schedule now indicates. This request however does not preclude the possibility of further time requests should we not complete as anticipated.

Yours truly
White Construction Co.
By _____

7777

FORM E-30 (REV. 10-68)

cc: A. E. Johnson
R. L. Schroeder
C. T. Keasey
C. O. Fredrickson
Ross Harris

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
October 5, 1973

To: Mr. H. S. Coulter
Asst. State Highway Engineer

B U I L D I N G

SUBJECT: Boones Ferry Road-Pacific Hwy. East Sect.
Hillsboro-Silverton Hwy. #140
Contract #7777
City of Woodburn & Marion County

Under dates of November 1970, February 1972, and July 1973, State, City and County entered into cooperative finance-construction agreements pertaining to subject project.

The project, under the supervision of Mr. Ross Harris, is currently nearing completion with a tentative opening date of November 1, 1973. On Wednesday, October 3, in accompaniment with Mr. Chuck Fredrickson and Mr. Ross Harris, we held an on-site inspection of this project with the Marion County Board of Commissioners and Assistant Public Works Director, as well as the Mayor, Manager, and City Attorney of Woodburn. The following requests were asked to be taken under consideration by State in conjunction with the subject project:

1. Parking be eliminated throughout the length of the project.

2. Project be striped as a 4-lane facility with continuous left-turn refuge when appropriate, or if not appropriate, a 2 to 4-foot median be painted on those sections.

3. Left-turn refuge be provided at major street intersections or connections.

4. Rock berm or asphalt foot path be considered as a bicycle-pedestrian path on the new facility.

Mr. Fredrickson and Mr. Harris felt that these were very worthwhile requests and the width was adequate to facilitate such. Costs, in comparison to the overall project, would be minimal.

Your earliest consideration of these requests would be appreciated due to the timing of the opening to vehicular traffic on subject project.

Approved 10-5-73
H. S. Coulter
ASST. STATE HWY. ENGR.
by Harwell
Kearney
Fredrickson

DNH:ljt

H. S. Cox
County and City Engineer

By: D. N. Harwell
Assistant Engineer

RECEIVED
OCT 5 1973
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 17, 1973

5C

8-14-73

TOM McCALL
GOVERNOR

~~GEORGE H. BALDWIN~~
~~Administrator of Highways~~

Hon. Clay Myers
Secretary of State
121 State Capitol
Salem, Oregon 97310

Attention: Ione Hanson

Dear Mr. Myers:

Please publish in the September 1, 1973, issue of your Administrative Rule Bulletin the attached Notice regarding proposed adoption of rules concerning traffic signals, parking prohibitions, speed zone, stop requirements and prohibiting motorized vehicles from operating on designated bicycle-pedestrian trails.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

CWH:td
Attachment

OREGON TRANSPORTATION COMMISSION

NOTICE OF PROPOSED RULES

The Oregon Transportation Commission, Highway Division, proposes to adopt the following rules:

(1) Install a 5-phase, fully actuated traffic signal at the intersection of Hillsboro-Silverton Highway and Pacific Highway East near Woodburn in Marion County.

(2) Establish a 40 MPH speed zone on the John Day Highway east of John Day in Grant County as follows:

40 MPH from the east city limits of John Day (MP 162.88) to 0.44 mile east of the city limits of John Day (MP 163.32).

(3) Rescind No Parking Resolution No. 249A dated March 14, 1967, and prohibit parking on the Frontage Road to the Mt. Hood Highway in the community of Government Camp in Clackamas County from the Standard Service Station (MP F52.87) to the roadside rest area (MP F54.00) including the Summit Ski Area and the roadside rest area parking lots as follows:

<u>North Side of Frontage Road and Parking Lots</u>:

Tuesday	- 6 p.m. to Midnight
Wednesday	- Midnight to 7 a.m.
Thursday	- 6 p.m. to Midnight
Friday	- Midnight to 7 a.m.
	1 p.m. to 5 p.m.

<u>South Side of Frontage Road</u>:

Monday	- 6 p.m. to Midnight
Tuesday	- Midnight to 7 a.m.
Wednesday	- 6 p.m. to Midnight
Thursday	- Midnight to 7 a.m.
Friday	- 10 p.m. to Midnight
Saturday	- Midnight to 5 a.m.

These parking restrictions should be in effect from November 15 through April 15 of each year when signs so indicate. If the signs are removed or covered, parking will be permitted.

(4) Amend No Parking Resolution No. 188 dated October 23, 1958, prohibiting parking on the east side of the Oregon Coast Highway north of Tillamook in Tillamook County between 50 feet north of Good Speed Road (MP 64.74) and 0.09 mile south of Good Speed Road (MP 64.84).

(5) Prohibit all motorized vehicles from operating on the 13 designated bicycle-pedestrian trails on State highway right-of-way physically separated from the roadway.

1. Portland Street-Campus Drive (Klamath Falls) Bikeway; Klamath Falls-Malin Highway, MP x6.4 to x5.2; Klamath County.

2. Table Rock Road-Barnett Road (Medford) Bikeway
Pacific Highway, MP 27.1 to 30.5
Jackson County

3. S.W. 12th-S.W. 18th (Portland) Bikeway
Sunset Highway, MP 73.7 to 74.0
Multnomah County

4. Independence Junction-West Salem Bikeway
Willamina-Salem Highway, MP 20.7 to 25.7
Polk County

5. 25th Street-37th Avenue (Salem) Bikeway
North Santiam and FAS 679 Highways, (North Santiam MP x0.5 to x0.0, FAS 679 MP 0.0 to 0.8)
Marion County

6. Burns-Hines Bikeway
Central Oregon Highway, MP 128.7 to 131.0
Harney County

7. Nyberg Road-Killarney Lane (Tualatin) Bikeway
Beaverton-Tualatin Highway, MP 9.4 to 10.5
Clackamas County

8. Redwood Interchange-Hubbard Lane (Grants Pass) Bikeway; Redwood Highway, MP 0.3 to 3.4
Josephine County

9. Ochoco Creek-Prineville Bikeway
Madras-Prineville Highway, MP 24.7 to 26.1
Crook County

10. Winston Bikeway
Coos Bay-Roseburg Highway, MP 72.0 to 73.2
Douglas County

(Continued on next page.)

11. Winchester-Roseburg Bikeway
Oakland-Shady Highway, MP 13.15 to 13.42
Douglas County

12. Mary S. Young State Park Bikeways
All trails in Park
Clackamas County

13. Champoeg State Park Bikeways
All trails in Park
Marion County

(6) Amend a resolution dated September 21, 1949, to include a 3-way stop at the intersection of Beaverton-Tualatin Highway at Nyberg Road in Washington County.

All traffic northbound on the Beaverton-Tualatin Highway shall be required to stop at its intersection with Nyberg Road, except that the right turn from south to east shall be permitted to continue without stopping.

All traffic southbound on the Beaverton-Tualatin Highway shall be required to stop at its intersection with Nyberg Road.

(7) Install a 5-phase, fully actuated traffic signal at the intersection of the Santiam Highway and Waverly Drive in the City of Albany in Linn County.

(8) Install a 2-phase, fully actuated traffic signal at the intersection of the Farmington Highway and Kinnaman Road in Washington County.

Interested persons may submit written data, views or arguments to F. B. Klaboe, Administrator and State Highway Engineer, State Highway Building, Salem, Oregon 97310 on or before September 21, 1973.

Interested persons desiring to express or submit data, views or arguments at a public hearing must make a request for such a hearing to F. B. Klaboe, Administrator and State Highway Engineer, on or before September 21, 1973. In the event 25 or more persons request a public hearing, a public hearing will be scheduled for a later date. The time, date and place of the public hearing will be circulated and published in newspapers of general circulation.

C. W. Head, Manager
ADMINISTRATIVE SERVICES

7777

5

bc: H. S. Coulter
J. B. Boyd
C. O. Frederickson
R. J. Henry
R. M. Harris
J. W. Valentine

OREGON STATE
HIGHWAY DIVISION
Utility Unit

HIGHWAY BUILDING • SALEM, OREGON • 97310

378-6511

August 14, 1973

Southern Pacific Transportation Company
One Market Street
San Francisco, CA 94105

ATTENTION: Mr. T. H. Kruttschnitt, Jr.

Dear Sir:

7777

Offer for Easement
Boones Ferry Road-Pacific Highway
East Section
Hillsboro Silverton Highway
Marion County
R/W File: 47108
SPTC File: 911429/323
0-0-70-12

On September 18, 1972 my predecessor, Mr. T. C. Litchfield sent you a letter offering $1,220 for the longitude easement necessary for construction of the Boones Ferry Road-Pacific Highway East Section of the Hillsboro-Silverton Highway in Marion County, City of Woodburn. This easement would be the indenture called for by the second paragraph of the recitals of the agreement entered into by the Southern Pacific Transportation Company and the State of Oregon on August 28, 1972.

After a review of our offer in your files, please advise me as to Southern Pacific Transportation Company's acceptance or rejection of our offer. If this offer is acceptable to you, please prepare the necessary easement indenture and send it to me for execution. If there is anything further you desire in this matter, please call me.

RECEIVED
AUG 15 1973
Office of
Assistant State Highway Engineer

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

NOTED
H.S.COULTER

JEC:db

cc: Southern Pacific Transportation Company, Portland

7.7.77

5

July 27, 1973

TO: Oregon State Transportation Commission

FROM: F. B. Klaboe
Administrator and State Highway Engineer

SUBJECT: Construction Contract
Traffic Signal Installation
Hillsboro-Silverton Highway
Pacific Highway East

We currently have a construction contract in progress on the Hillsboro-Silverton Highway near Woodburn. When this project is completed, there will be a need for traffic signals at the easterly end of the job at the Pacific Highway East.

It is recommended that a five-phase, fully actuated traffic signal be installed at this intersection. The estimated cost of the project is $25,760 and will be financed under the existing construction project.

This matter will be on the agenda for your consideration at the August 14 meeting.

cc: C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
L. E. George
H. S. Coulter
C. T. Keasey
C. O. Fredrickson
V. E. Skoog
Gary Sund
Bob Whipps

RDT:kw dpy

#7777

July 26, 1973

City of Woodburn
City Hall
Woodburn, Oregon 97071

Attention: Donald Stilwell
City Manager

AGENDA
AUG 14 1973
6 i

A & R 515

Gentlemen:

Attached for your records is a fully executed letter agreement with the City of Woodburn and the Oregon Transportation Commission concerning construction of the Boones Ferry Road-Pacific Highway East Section (Woodburn Bypass) of the Hillsboro-Silverton Highway.

We are sending a copy of this agreement to Marion County for their information and we have retained a fully executed copy for the Commission's files.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkm
Att.

cc Board of County Commissioners
Marion County
Courthouse
Salem, Oregon 97301

H. S. Cox
(agree. att.)

7777

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 25, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

#7777

SUBJECT **Supplemental Construction-Finance Agreement**
Boones Ferry Road-99E Section (Woodburn Bypass)
Hillsboro-Silverton Highway No. 140
City of Woodburn

The City of Woodburn has requested, and agreed to participate in the cost of, additional work required to construct a portion of the Woodburn Bypass to urban standards with a 64-foot, curbed street section. The estimated total cost of this work is $100,000 with participation on the basis of 50 percent State and 50 percent City. The City's warrant in the amount of $50,000 has been received. This project is now under contract and, in order to allow the contractor to proceed with the work, Chairman Glen Jackson gave telephonic approval of this arrangement on July 23, 1973. Confirmation of this action will be requested at the August 14 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
V. E. Skoog
J. H. Versteeg
C. T. Keasey
H. S. Cox
C. O. Fredrickson
Gary Sund
Bob Whipps

MCH:lat dpy

7777 C C 5

FORM E-30 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
July 20, 1973

7777

To: Mr. H. S. Coulter
Assistant State Highway Engineer

B U I L D I N G

SUBJECT: Coop. Finance-Construction Agreement
Boones Ferry Rd.-99E Section
Hillsboro-Silverton Hwy. No. 140
City of Woodburn

Attached hereto are four signed copies of a letter-form agreement dealing with additional work to be performed on the Woodburn Bypass.

A warrant in the amount of $50,000, representing the City of Woodburn's share of costs, has been received and deposited with the Finance Branch.

Please review the agreement and, if you approve, have this matter placed on the agenda for the August 14 Transportation Commission meeting.

In order that the contractor may proceed with the work at once, telephonic approval of the Commission is requested. A suggested draft of a letter confirming such action is attached.

7-25-73

Verbal approval received from Mr Jackson Mon. July 23, 1973 Agreement signed by Mr Klabo 7/25/73 and handed to Mainor C Holmes with instructions to clear through Cec Head, and to distribute -

H. S. Cox
County and City Engineer

By

Mainor
Mainor C. Holmes
Office Engineer

MCH:lac
Att.

Cec Head
Co-City
Coulter
Klabo
Young
7-25-73

7-26-73
by Frederickson

RECEIVED
JUL 20 1973
Office of
Assistant State Highway Engineer

7777

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

Mr. Donald Stilwell
City Manager
City Hall
Woodburn, Oregon 97071

July 20, 1973

Dear Mr. Stilwell:

This will acknowledge receipt of City of Woodburn's Warrant No. 202 in the amount of $50,000 as City's share for additional work to be performed on the Woodburn Bypass. Your prompt action assures that the work will proceed immediately.

Very truly yours,

H. S. Cox
County and City Engineer

By

Mainor

Mainor C. Holmes
Office Engineer

RECEIVED
JUL 20 1973
Office of
Assistant State Highway Engineer

MCH:lat
cc: Finance Branch
H. S. Coulter
C. T. Keasey
C. O. Fredrickson

RECEIVED
OSHD FINANCE BRANCH
Check # 202 Amt. $ 50,000
By MC Harrison Date 7/20/73
For See above

NOTED
H.S. COULTER

7777

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
June 27, 1973

NOTED
H. S. COULTER

7777

SUBJECT: Five Lane Curbed Section
Park Avenue-Highway 99E Unit
Boones Ferry Rd.-Hwy. 99E Section
Hillsboro-Silverton Hwy. No. 140

To: Mr. R. L. Schroeder
Assistant State Highway Engineer

B U I L D I N G

Your transmittal of June 21 requested this office to prepare an agreement with the City of Woodburn for the purpose of constructing a portion of the Woodburn Bypass to a five-lane curbed section with costs to be shared 50-50 by State and City. To date we have been unable to determine what method of financing would be best to accomplish this proposal.

Normally we would request the City to make an advance deposit prior to commencing work; however, the latest correspondence from the City (copy attached) indicates they would be unable to do this. They suggest depositing warrants, based on work completed, as the work progresses with the warrants to be honored by assessments paid by abutting property owners. Are these terms acceptable?

Due to the difficulty of separating accounts of quantities, our Region 2 office requests consideration be given to setting a maximum cost (suggested $95,000) with City share set at 50% of this amount. Normal procedure is to prepare an itemized statement of actual total cost. May we deviate from this policy?

The question of the City being able to assess the abutting owners has been referred to our Legal Branch and is being investigated by Mr. Jack Sollis.

No — City should
assure us pay their
portion of project to avoid
initial problems in obtaining
warrants as jobs progresses.
H S Cox

H. S. Cox
County and City Engineer

By

Mainor

Mainor C. Holmes
Office Engineer

MCH:lat
Att.

Original to Mainor Holmes
7-2-73

6-29-73
City to Sign and
by Telephone

RECEIVED
JUN 29 1973
Office of
Assistant State Highway Engineer

RECEIVED
JUN 27 1973
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

CITY OF WOODBURN

550 North First Street • Woodburn, Oregon 97071 • 981-9115

Office of the City Manager

REGION 2 ENGINEER
RECEIVED
JUN 22 1973
RE | RCE | RME | RTE | RTP
ULE | GEO | TA | PTE

RECEIVED
COUNTY & CITY SECTION
JUN 26 1973
☐ ENGR. ☐ COOR. ☐ LE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

June 20, 1973

Mr. Gerald Wimer
Regional Construction Engineer
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

RE: Mt. Hood Ave.

Dear Mr. Wimer,

The City Council of Woodburn will hold a public hearing on the subject project on July 9, 1973, to consider objections to the proposed improvements from affected property owners. Following the public hearing, providing a 50% remonstrance is not heard, the Council will consider and probably pass an ordinance to improve. This ordinance, in effect, commits the property owners to payment for the proposed improvements.

Upon passage of the ordinance, the City will be in a position to sign an agreement committing the City to payment to the State. Although the City will be unable to make a cash payment before commencing the project, our Finance Director indicates that warrants can be issued based on the amount of construction or engineering work completed.

If the above method of payment is acceptable to the State, we would wish the County/City Section to proceed with preparing the necessary documents. If the documents were in our possession by Thursday, July 5, we would submit them to the Council for the proper authorization to sign.

If you have questions or need more detailed information, please call.

Very truly yours,

Donald W. Stilwell

Don Stilwell
City Manager

DS/blf
cc: Ron Hamill — We are in agreement with City on method of payment. Will submit agreement on 7/9 mtg.
cc: R. A. Thomas

7777

FORM B-10X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

NOTED
H. S. COULTER

DATE June 12, 1973

TO H. S. Coulter,
ASSISTANT STATE HIGHWAY ENGINEER

FROM Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

SUBJECT Five Lane Curbed Section
Park Avenue Highway 99 E Unit 1
Boones Ferry Road
Highway 99 E Section
Hillsboro-Silverton Highway

REFER TO
R L Schroeder
BY ASST. STATE HWY. ENGR.

Attached is a June 1, 1973 proposal from Woodburn city manager, Donald Stilwell to equally share the cost of widening the easterly portion of the subject project.

My attached June 8 reply tentatively agreeing is based on a June 6 meeting with Deputy State Highway Engineer A. E. Johnson and yourself. If you are still in agreement, please have the County/City section proceed at an early date with preparation and processing of an agreement.

The city engineer, Roland Baxter, verbally indicated the city would borrow and deposit their share of the estimated funds. He rounded the total additional cost to $100,000.00.

GW/ek
Attachs.
cc: C. T. Keasey
Ross Harris

Note to Ross Harris: The city expressed sufficient interest that you should proceed with preliminary contact with your contractor to determine if he would be agreeable to extension of contract unit prices and the scheduling problems that might result.

Copy of file to Cot w/note to contact City and prepare agreements. 6-21-73

NOTED
R. L. SCHROEDER

RECEIVED
JUN 21 1973
Office of
Assistant State Highway Engineer

RECEIVED
JUN 12 1973
Office of
Assistant State Highway Engineer

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

June 11, 1973

Mr. Donald Stilwell, City Manager
City Hall
550 North First Street
Woodburn, Oregon 97071

Subject: Five Lane Curbed Section
Park Avenue Highway 99 E Unit
Boones Ferry Road
Highway 99 E Section
Hillsboro-Silverton Highway

Dear Mr. Stilwell:

Your June 1 proposal for the State Highway Division and the city of Woodburn to cooperatively and equally participate in the additional cost to widen the subject unit under the current Highway construction project has been reviewed.

The Highway Division wishes to give every possible consideration to your proposal. A formal agreement will be prepared. Highway Commission approval will be recommended and requested upon receipt of an approved copy from the city.

Based on your letter, we well proceed with requesting the County/City Section to prepare the necessary agreement to incorporate this work in the current contract.

The city should be commended for their interest in orderly development for this growing portion of your community.

Sincerely yours,

C. O. Fredrickson
REGIONAL ENGINEER

By ORIGINAL SIGNED BY GERALD WIMER

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/ek
cc: H. S. Coulter ✓

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 11, 1973

Mr. Donald Stilwell, City Manager
City Hall
550 North First Street
Woodburn, Oregon 97071

Subject: Traffic Signal Investigation Woodburn Vicinity

Dear Mr. Stilwell:

On May 4 and again May 17, 1973, your city engineer, Roland Baxter inquired if a traffic signal would be needed at the intersection of Mt. Hood Avenue and Pacific East Highway when the present construction on the Hillsboro-Silverton Highway is completed and open.

A detailed traffic signal investigation has been concluded by our traffic engineering section.

The investigation results in a "recommend a fully actuated, five phase traffic signal be installed on the Pacific Highway East at the intersection of Mt. Hood avenue. The signal should be installed under the current construction project----(and) after the previously stated signal is installed and traffic patterns are established, another traffic signal investigation be made to determine if traffic signal installation warrants are met for the intersection of Lincoln Street---" If the city of Woodburn, and the Marion County Board of Commissioners who are being given a copy of this letter are in agreement with proceeding with this recommendation, it would be appreciated if a letter of concurrence would be forwarded from each of your agencies.

With early concurrence, installation could be done under th current construction project. Installation costs will be borne 100 percent by the State Highway Division.

It was a pleasure working with you and your staff on this and related Highway matters and we stand ready to answer any further questions regarding this proposal or others. Again, thank you for your cooperation.

Sincerely yours,

C. O. Fredrickson
REGIONAL ENGINEER

By ORIGINAL SIGNED BY GERALD WIMER

Gerald W. Wimer

GWW/ek
cc: Marion County Board of Commissioners
b/c W. S. Coulter

CITY OF WOODBURN

550 North First Street * Woodburn, Oregon 97071 981-9115

Office of the City Manager

REGION 2 ENGINEER
RECEIVED
JUN 1973
RE RCE RME RTE HOE
ULE GEO TA FILE

1 June 73

Mr. Jerry Weimer
P.O. Box 30
Salem, Oregon 97310

Dear Mr. Weimer:

As you are aware from past meetings with the City's staff, we are interested in securing an improvement along Mt. Hood Ave. (OSH 214) from Park to Hwy 99E with curbs and storm drainage facilities. As indicated in these meetings, the City of Woodburn is willing, through the assessment procedure, to provide a portion of the funds required to add these facilities to the existing contract for construction of OSH 214. We understand that time is of the essence as the contractor is already on the job and prepared to proceed with the work in this area within one or two months.

Your staff has previously estimated the cost of the proposed added improvements at $93,000 to include curbs, storm drainage and pavement providing they are installed at this time. The cost of providing the same improvements at a later date is estimated to be in excess of $200,000.

We have presented this project and related information to a number of the property owners involved and the City Council. Most of the property owners appear willing to accept some monetary involvement in the project and the Council has directed the staff to pursue the project. The Council has further directed the staff to prepare the necessary papers to provide for the assessment of adjacent property owners based on a 50 percent participation.

We ask that the State Highway Division and Highway Commission consider this letter a request to expand the scope of the work as previously discussed and that the State participate in the cost of the added improvements to the extent of 50 percent with the City of Woodburn providing the other 50 percent. We feel the proposed added improvements will be more in keeping with the anticipated development of the area to urban standards and will eliminate the possibility of reconstructing the roadway to these standards at a much higher cost in the near future.

We look forward to your early response to this proposal. If you should need additional information, please call.

Very truly yours,

Donald W. Stilwell

Donald D. Stilwell,
City Manager

DDS:rs

7777

Salem

June 1, 1973

C. O. Fredrickson
Regional Engineer

H. S. Coulter
Assistant State Highway Engineer

Traffic Signal Investigation
Woodburn and Vicinity

#7777

In response to your request of May 18, the Traffic Section has prepared the attached review of the new intersection of the Hillsboro-Silverton Highway and Pacific Highway East. They agree with your analysis that this intersection will meet the warrants for traffic signals due to the interruption of continuous traffic flow on Pacific Highway East.

I have reviewed this report with Mr. Klaboe, and it is our suggestion that an attempt be made to include this signal in the current contract at 100 percent State cost.

It may be appropriate to obtain local participation in the cost of electrical energy requirements for this signal.

HSC:ia

Att.

cc F. B. Klaboe
A. E. Johnson
C. T. Keasey
L. E. George
D. N. Harwell

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
May 1973

REPORT OF TRAFFIC SIGNAL INVESTIGATION
Woodburn and Vicinity, Marion County
Pacific Highway East - Highway #1E
M.P. 31.70 - M.P. 32.41

Recommendation:

As a result of this investigation, it is recommended that a fully-actuated, five-phase traffic signal be installed on the Pacific Highway East at the intersection of Mt. Hood Avenue. This signal should be installed under the current construction project on the Hillsboro-Silverton Highway from Boones Ferry Road to the Pacific Highway East. It is estimated that the proposed signal installation will cost approximately $50,000.

Secondly, it is recommended that, after the previously stated signal is installed and traffic patterns are established, another traffic signal investigation be made to determine if traffic signal installation warrants are met for the intersection of Lincoln Street at the intersection of the Pacific Highway East, Highway No. 1E, in the City of Woodburn.

Historical Background:

This investigation and report is in response to a letter, dated May 18, 1973, from Mr. Gerald W. Wimer, Regional Construction Engineer for Region II.

Investigation:

The current construction of the Boones Ferry Road-Pacific Highway East section of the Hillsboro-Silverton Highway No. 140 is to be completed by September 1, 1973. It is expected that this new route will divert a large volume of traffic away from the Central Business District of Woodburn. The Average Daily Traffic for this section is estimated to be 2,300 to 2,700 vehicles per day after its completion. This volume of traffic, together with the present volume of traffic on the Pacific Highway East at their common intersection, would qualify the intersection for a traffic signal by meeting the Interruption of Continuous Traffic Warrant as given in the National Manual on Uniform Traffic Control Devices and as shown on the attached Estimated Signal Warrant Comparison.

After the completion of the bypass and the installation of a traffic signal at the intersection of Mt. Hood Avenue with the Pacific Highway East, traffic volume will decrease on Lincoln Street in that through traffic will no longer use this route to proceed north and south on the Pacific Highway East. For this reason, the intersection of Lincoln Street with the Pacific Highway East should be investigated again at a later date to determine if traffic signal warrants are met. At the present time, the intersection meets the Interruption of Continuous Traffic Warrant as shown on the attached Traffic Signal Warrant Comparison sheet. At this intersection, during the year 1972, there were five accidents, two of which were of the type preventable by a traffic signal installation and in which one person was injured.

Both the Mt. Hood Avenue and Lincoln Street intersections with the Pacific Highway East appear will meet the Interruption of Continuous Traffic Warrant for the installation of traffic signals. Neither of the two intersections will meet any of the remaining warrants. The Mt. Hood Avenue intersection is a cross-type intersection with the easterly leg expected to carry approximately 2,700 vehicles per day, after completion of the construction job and the easterly leg (Woodburn-Estacada Highway) is presently carrying approximately 2,250 vehicles per day. At the Lincoln Street intersection, the westerly leg is carrying approximately 2,700 vehicles per day with the easterly leg carrying only 500 vehicles per day. Based on this comparison, it appears that the Mt. Hood Avenue intersection should be signalized first, due to the fact that there will be more straight-through movements across the Pacific Highway at Mt. Hood Avenue than at Lincoln Street.

Based upon this information, the previously stated recommendations were made.

DKH:pb
5-31-73

T5S R1W & R2W W.M.

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN
- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

WOODBURN

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 6,850

Revised January 1969

SHEET ARRANGEMENT

SHEET 2 OF 2 SHEETS

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

Pacific Highway East @ Hwy. 140 & Hwy. 161
M.P. 31.70, North of Woodburn

SIGNAL WARRANT COMPARISON
Estimation

The 8th highest hour is the control used to compare against standard traffic signal installation warrants.

For the major roadway, (Pacific Highway East), the 8th highest hourly volume for the total of both approach volumes equals 6% of the 24-hour entering volume for both approaches.

1972 Average Daily Volume on ORE99E = 9,350 Vehicles Per Day
9,350 x 0.06 = 561 Vehicles (8th Hour)

For the minor roadway (Hillsboro-Silverton Highway), the 8th highest hourly volume for one approach equals 5% of the 24-hour entering volume for the highest volume approach.

Estimated volume on the Boones-Ferry Road - Pacific Highway East Section of the Hillsboro-Silverton Highway = 2,700 Vehicles Per Day.

1972 volume on the Woodburn-Estacada Highway = 2,250 Vehicles Per Day.

Entering volume on new section = $\frac{2,700}{2}$ = 1,350 Vehicles Per Day.

1,350 x 0.05 = 68 Vehicles (8th Hour)

Minimum warrants

	Minimum Vehicular Volume #1	Interruption of Continuous Traffic #2
Major	350	525
Minor	105	53

Thus, the Interruption of Continuous Traffic Warrant would be exceeded.

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Lincoln Street @ the Pacific Highway East No. 1E
M.P. 32.41, Woodburn

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	636	698	708	791	839	818	842	885
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	144	105	125	134	121	92	122	102
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	0	0	0	0	0	0	0	0

	Minimum Volume Warrant**	Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:		
Major Street	420	8
Minor Street	105	6
2. Interruption of Continuous Traffic:		
Major Street	630	8
Minor Street	53	8
3. Minimum Pedestrian Volume:		
Vehicular Volume (Major Street)	420	8
Pedestrian Volume	105	0
4. Accident Experience:		
Preventable Accidents (last 12 months)	2	
Minimum Warrant	5	
5. Systems Warrant:		
Entering Volume (Weekday peak hour)	-	
Minimum Warrant	800	

Date of Traffic Count June 16, 19, 1972

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

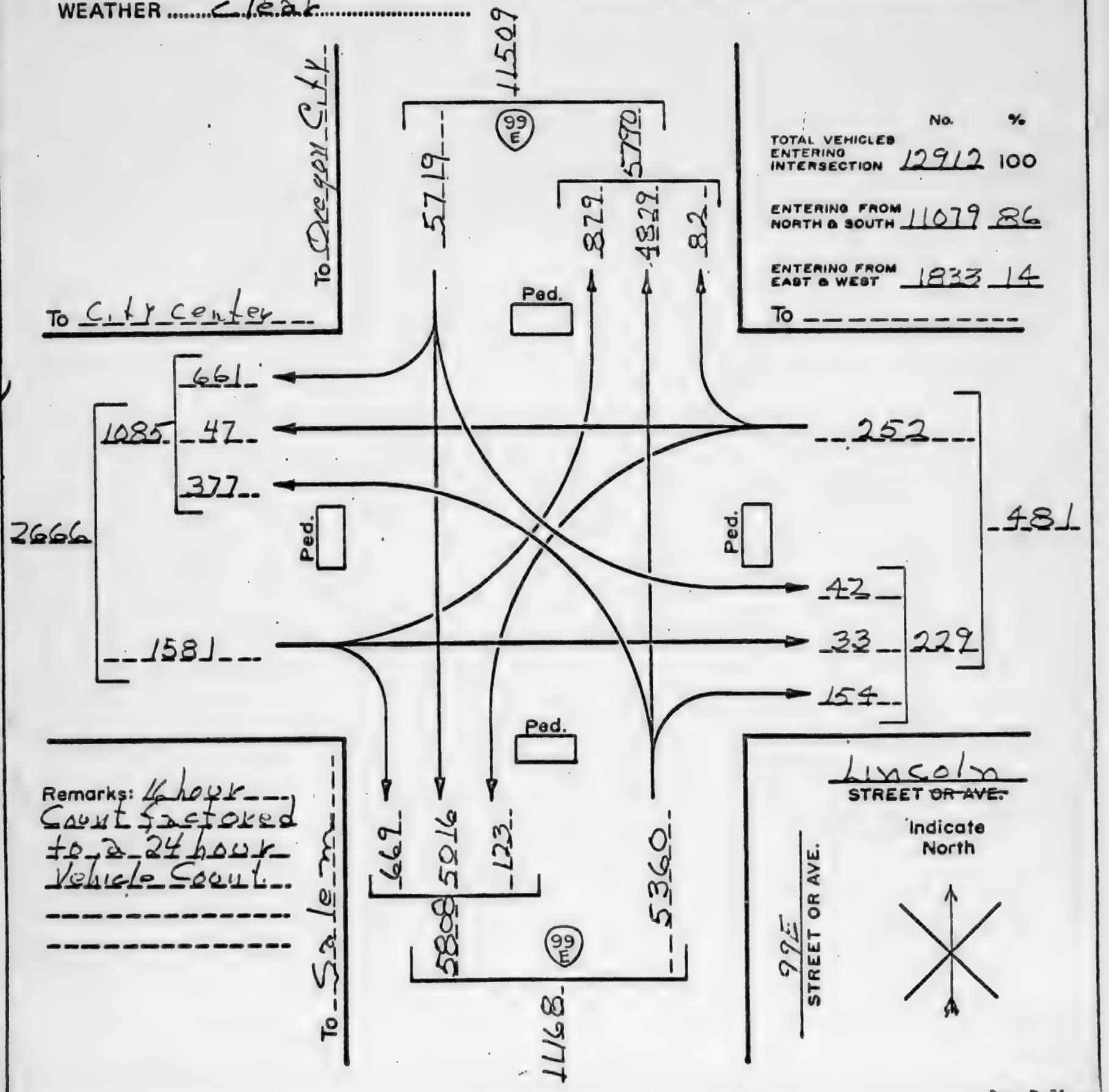
** ___ standard warrants used.
x 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE June 13, 14, 1972
DAY OF WEEK Wednesday - Friday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM to 10PM
PEDESTRIAN COUNT — HRS.
HOURS COUNTED —
WEATHER Clear

CITY OR COUNTY Woodburn
INTERSECTION OF Pacific Hwy. East No. 1E
& Lincoln Street
MILE POST 32.41
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	12912	100
ENTERING FROM NORTH & SOUTH	11079	86
ENTERING FROM EAST & WEST	1833	14
To ----------		

Remarks: 16 hour Count factored to a 24 hour Vehicle Count

Rev. 8'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date June 19,16 1972
Day of week Wednesday - Friday
Hours counted 16
Weather Clear
Classification All Vehicles

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Tot
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL				
A.M.	6:00- 7:00	2	1	11	28	207	241	2	0	0	5	16	22	535	488	91	47	9
	7:00- 8:00	1	2	9	23	225	289	1	1	2	2	26	12	593	538	91	55	9
	8:00- 9:00	0	6	17	21	224	210	8	0	3	2	18	10	529	463	88	66	12
	9:00-10:00	5	3	24	46	242	266	1	3	4	7	37	20	658	564	86	94	14
	10:00-11:00	7	4	52	30	269	271	1	8	14	8	56	29	799	636	80	163	20
	11:00-12:00	0	5	53	27	213	301	6	1	9	4	37	27	823	698	85	125	15
	12:00- 1:00	2	6	37	32	325	301	2	2	8	9	65	24	849	708	83	141	17
P.M.	1:00- 2:00	1	5	45	61	330	250	10	1	7	14	72	41	947	791	84	156	16
	2:00- 3:00	5	10	49	61	266	242	5	3	13	23	51	37	988	839	85	149	15
	3:00- 4:00	2	6	52	47	307	394	2	1	3	13	42	22	921	818	89	103	11
	4:00- 5:00	3	5	47	40	328	346	2	5	5	15	57	21	979	842	86	137	14
	5:00- 6:00	0	5	59	33	332	378	1	1	14	12	35	34	1010	885	88	125	12
	6:00- 7:00	1	3	52	44	294	253	1	1	21	2	27	17	634	529	83	105	17
	7:00- 8:00	3	1	30	31	245	201	0	1	3	8	37	25	541	462	85	79	15
	8:00- 9:00	5	2	25	31	217	230	1	1	3	6	27	12	540	467	86	73	14
	9:00-10:00	1	1	19	21	176	158	0	1	0	10	15	0	392	344	88	48	12
A.M.	10:00-11:00																	
	11:00-12:00																	
	12:00- 1:00																	
	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
24-Hour total .		42	82	661	879	5016	4809	47	33	123	154	669	377	12912	11079	86	1833	14
16-Hour total .		38	74	591	774	4566	4301	43	30	112	140	602	340	11738	10072	86	1666	14
___-Hour total .																		
Control . . .																	Tabul	
Factor . . .																	Check	

99E St. is North and South

Lincoln St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County Woodburn

Intersection Oregon Hwy #99E
& Lincoln Street

Mile Post 36.41

Classification All Vehicles

Classification

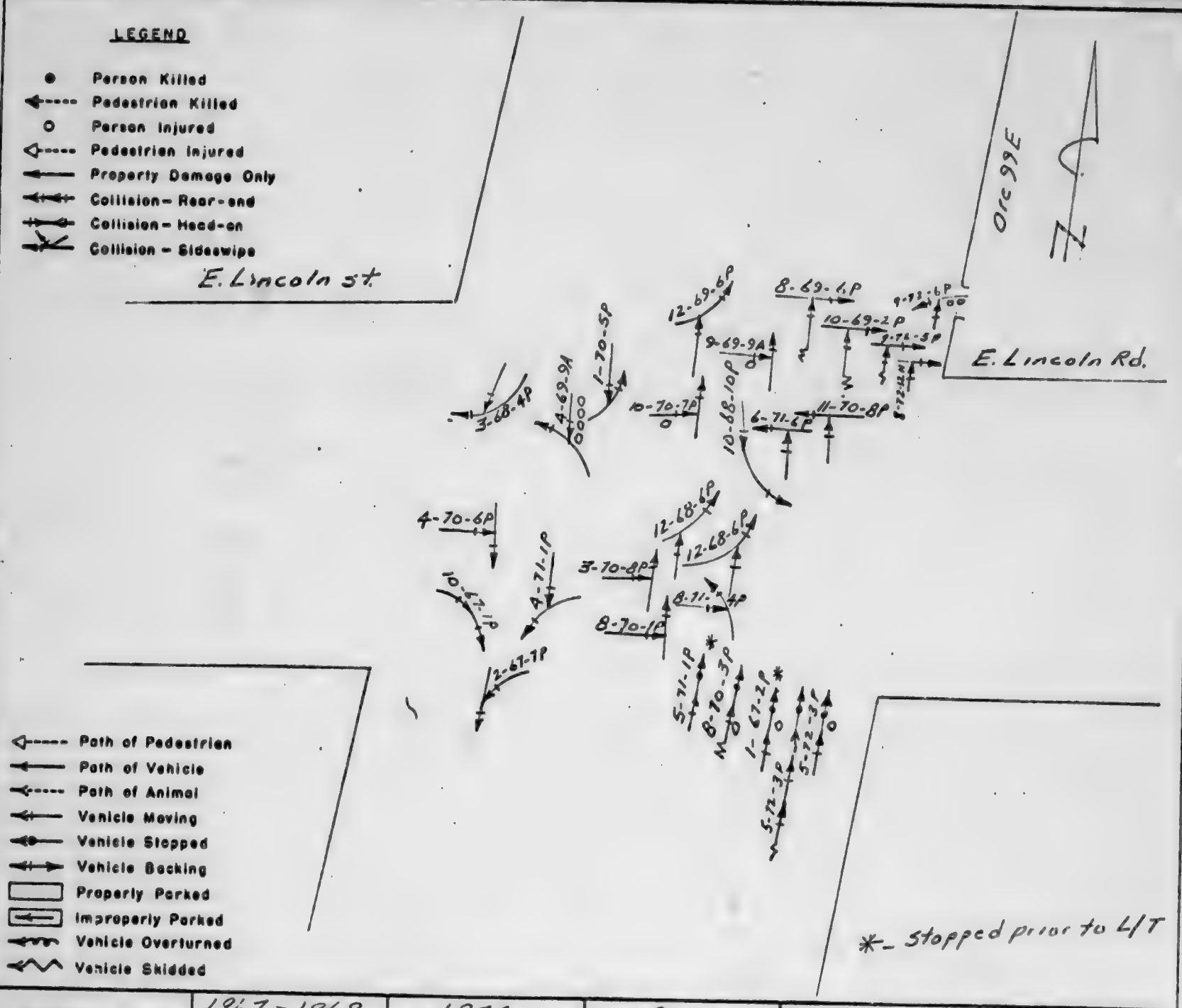
	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES – SUMMARY BY LEGS: North	East	West	South	PEDESTRIANS USING CROSSWALKS: North	East	West	S
	5	16	22	535	488	91	47	9	220	3	44	268				
	2	26	12	593	538	91	55	9	235	5	50	303				
	2	18	10	529	463	88	66	12	241	17	49	222				
	7	37	20	658	564	86	94	14	271	8	86	293				
	8	56	29	799	636	80	163	20	328	19	144	308				
	4	37	27	823	698	85	125	15	362	20	105	332				
	9	65	24	849	708	83	141	17	374	16	125	334				
	14	72	41	947	791	84	156	16	376	22	134	415				
	23	51	37	988	839	85	149	15	414	28	121	425				
	13	42	22	921	818	89	103	11	387	11	92	431				
	15	57	31	979	842	86	137	14	458	15	122	384				
	12	35	37	1010	885	88	125	12	461	23	102	424				
	2	27	12	634	529	83	105	17	347	31	74	182				
	8	27	15	541	462	85	79	15	278	4	75	184				
	6	27	13	540	467	86	73	14	247	6	67	220				
	10	15	0	392	344	88	48	12	196	1	47	148				

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Woodburn County Marion
Intersection of Pacific Hwy East and Lincoln St.
Highway Number 1E (Ore 99E) M.P. 32.41
Period Covered 1-1-67 to 12-31-72
Compiled by VBC, JG Drawn by _____ Date 5-29-73

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe



- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

*- stopped prior to L/T

Collision Type	1967-1969				1970				1971				1972				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		1	2	3		1	4	5			1	1			2	2		2	9	11
Head-on																				
Rear-end		1	2	3		1		1			1	1		1	1	2		3	4	7
Sideswipe																				
Turning Movement		1	5	6			1	1			2	2		1		1		2	8	10
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		3	9	12		2	5	7			4	4		2	3	5		7	21	28

Form E-261-6-70

TRANSMITTAL SLIP

DATE 5-29-73

BALDWIN	CONSTRUCTION	MAINTENANCE	SECRETARY
EDWARDS	COUNTY AND CITY	PARKS	SIGN SHOP
KLABOE	DATA PROCESSING	PERMITS	TRAFFIC
SHAW	DESIGN	PERSONNEL	TRAVEL
JOHNSON	EQUIP. SHOPS	PLANNING	FILES
HUNTER	FHWA	PROGRAMING	MAIL
SCHROEDER	LABORATORY	PUBLIC AFFAIRS	E. S. H. B.
ACCOUNTING	LEGAL	RADIO	REGION ☐
BRIDGE	LOCATION	RIGHT-OF-WAY	

ATTENTION: L. E. George

FROM: H. S. COULTER

ACTION

- ☐ NOTE AND FILE
- ☐ NOTE AND RETURN TO ME
- ☐ RETURN WITH MORE DETAILS
- ☐ NOTE AND SEE ME
- ☐ PLEASE ANSWER
- ☐ FOR YOUR APPROVAL
- ☐ PREPARE REPLY FOR MY SIGNATURE
- ☐ TAKE APPROPRIATE ACTION
- ☐ PER YOUR REQUEST
- ☐ SIGNATURE
- ☐ FOR YOUR INFORMATION
- ☐ INVESTIGATE

COMMENTS Please analyze study on signal warrants and return with your recommendation, by June 1.

OSHD E 100 (REV. 6-72)

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 18, 1973

TO H. S. Coulter
ASST. STATE HIGHWAY ENGINEER - OPERATIONS

FROM Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

SUBJECT Boones Ferry Rd.-Pacific Hwy. East
Hillsboro-Silverton Highway

The following met Thursday, May 17, 1973 in the Woodburn Council Chambers:

Rolland Baxter	Woodburn City Engineer
John D. Burdett	Clark & Groff Consulting Engineers
Dean Nebergall	Marion County Engineers Office
Jim Valentine	Region Utilities Engineer
Bob Stenerson	Asst. Resident Engineer
Ross Harris	Resident Engineer
D. N. Harwell	Asst. County-City Engineer
Gerald W. Wimer	Regional Construction Engineer

The meeting was to discuss Mr. Baxter's proposal to install 466 lineal feet of 36 inch sanitary sewer under the 'C' line. Also his complaint of lack of curbs east of Park Avenue and the signal at 99-E. See Mr. Harris' attached May 4, 9, and 10th letters.

The most logical method of installing the sanitary sewer is to have our contractor do so by Price Agreement at an extension of bid items. He has tentatively agreed. He wants early notice. A preliminary indication from the City Council will be given by Mr. Baxter early next week. This can't be formalized until the June 6th Council meeting. Mr. Harwell will draft an agreement. No work will be done until the City's check for the full estimated $35,000 cost is received.

The curbs and an accompanying storm sewer is estimated at $51,000 or $93,000 additional for 4 lanes or 5 lanes respectively at an extension of bid prices. Mr. Baxter wants the curbs but is now far less emphatic that they should be done in the current project than he was May 4th. This will also be reviewed June 6th. We may get a request. It may ask less State participation than present agreements 80%.

RECEIVED
MAY 22 1973
Office of
Assistant State Highway Engineer

Mr. Baxter is even less pushy now on the signal. He anticipates an eventual installation at 100% State cost even though the area will likely soon be in the City. He doesn't believe we can make our usual 75-25 signal cooperation hold because of 2 intersecting State highways.

A preliminary signal analysis is attached. It is very comparable to the Lincoln Street intersection with 99-E. Locat citizens have pressed strongly for the Lincoln Street signal. They have been told there are insufficient funds and there are more critical intersections in the Region. Also, traffic should drop and a reanalysis made after the subject project is complete. The City Engineer is considering further striping to improve the side street entry.

I recommend the Traffic Section be delegated to review the attached data. If they concur, a formal inquiry should be made of the City as to which signal is their first priority. If their first priority is Hood Street, they should be asked if they object to installing it on the current contract and agreement. The County would also have to be asked. The letter should be to the City for their June 6th meeting.

GWW/sr

cc: C. T. Keasey
Don Harwell
Ross Harris

FORM B-58 SOH 3-68 46907

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1973

REGION 2 ENGINEER
RECEIVED
MAY 10 1973
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

SUBJECT: Boones Ferry Rd.-Pacific Highway East
Hillsboro-Silverton Highway
Marion County
Contract No. 7777
Extension of 36" Sanitary Sewer

To: Memo To The File:

On Wednesday, May 9, 1973, a meeting was held in my office at 2111 Front St. with the following people present:

Roy Houck and Jim Lambie of White Construction Co.,
John Burdette representing the City of Woodburn, and
Bob Stenerson and myself of OSHD.

Mr. Houck agreed to extend the 36" Sanitary Sewer for approximately 466 feet to the north along the west side of Front Street as proposed earlier. He also agreed to install this pipe using the unit prices and specifications as shown on the contract for the above-mentioned project.

Mr. Burdette will contact the City of Woodburn and tell them that it will cost an additional estimated amount of $35,000.

Mr. Houck told Mr. Burdette that White Construction Co. would have to know the decision of the city not later than May 25, 1973, otherwise they could not fit the pipe installation into their schedule.

I told Mr. Houck that my office would make out a Price Agreement reflecting the extension of the present contract to cover the installation of the sewer if the City of Woodburn agreed to the added cost.

Ross M. Harris
Resident Engineer

cc: G.W. Wimer

FORM S-30 3-68 5-68 40607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1973

SUBJECT: Curb Section Estimate
Boones Ferry Rd.-Pacific Highway East
Hillsboro-Silverton Highway
Contract No. 7777

To: Mr. C.O. Fredrickson
Regional Engineer
Salem

Attention: Mr. G.W. Wimer

At the May 4, 1973 meeting in the East Salem Highway Building with the City of Woodburn, Rolland Baxter, Woodburn City Engineer, requested what the additional cost would be to curb Mt. Hood Ave. by our contractor.

We have prepared reconnaissance estimates as requested by G.W. Wimer using constract prices to curb and install storm drainage along Mt. Hood Ave. and install a traffic signal at 99E.

48 ft. curbed section with drainage, additional cost $51,000.

64 ft. curbed section with drainage, additional cost $93,000.

The above estimates do not include a price for the traffic signal, however, the contract price for the signal at Boones Ferry Rd. is $20,000.

Ross M. Harris.

Ross M. Harris
Resident Engineer

cc: File

FORM S-80 SSM 5-63 40007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1973

SUBJECT: Meeting with City of Woodburn
Boones Ferry Rd.-Pacific Highway East
Hillsboro-Silverton Highway

To: Memo To The File:

At 9:00 A.M. on May 4, 1973 a meeting was held in the East Salem Highway Building with the following people present:

Rolland Baxter and John Burdette representing the City of Woodburn, G.W. Wimer, Jim Valentine, Bob Stenerson and myself of the OSHD.

We discussed extending the 36" Sanitary Sewer north from the manhole that White Construction Co. will build on this present contract, the location of which will be forty feet left of Station 5 + 70 on the "C" Line. The sewer will go north approximately 460 feet, crossing the "C" Line at Station 2 + 67. Mr. Wimer asked John Burdette and I to talk to White Construction Co. about extending the 460 feet of sewer on the present contract.

Mr. Baxter asked Mr. Wimer what the possibility was for getting the typical section changed from roadway to a street section on Mt. Hood Ave. from Park Ave. to 99E, so Mr. Wimer requested my office to come up with approximately the difference in money.

Mr. Baxter also inquired about installing a traffic signal at the intersection of Mt. Hood Ave. and 99E. Mr. Wimer told him that these intersections were continually being studied by the Traffic Section of the Highway Division as to priority when funds are available.

Mr. Baxter requested that we up-date the $30,000. obligated by the City for sanitary sewer construction on this present contract, which my office will do.

Ross M. Harris
Resident Engineer

cc: G.W. Wimer, Regional Const. Engr.
File

at Hwy 140 & Hwy 161

Signal Warrant Comparison

Estimation

8th highest hour is the control used to compare against standard warrants

For the major roadway, 8th highest hourly volume for both directions combined equals 6% of the 24 hour volume

Present volume on Ore 99E = 9,350

9,350 x 0.06 = 561 (8th hour)

For the minor roadway, the 8th highest hourly volume for one direction equals 5% of the 24 hour entering volume for the highest volume approach

Estimated volume on the Boones Ferry Rd - Pac Hwy East section = 2700 vehicles per day

Present volumes on the Woodburn - Estacada Hwy = 2250

Entering volume on new section = $\frac{2700}{2}$ = 1350

1350 x 0.05 = 68 (8th hour)

Minimum Warrants	#1	#2
Major	350	525
Minor	105	53

This intersection would meet Warrant #2

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

TRAFFIC SIGNAL WARRANT COMPARISON*

Ore 99E at Lincoln St.

Hourly Volumes on Major Street - Max. 8 Hrs. (Total of both approaches)	636	698	708	791	839	818	842	885
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from each approach)	144	105	125	134	121	92	122	102
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	0	0	0	0	0	0	0	0

	Minimum Volume - Warrant		Number of Hours Warrant is Met (8 required)	
1. Minimum Vehicular Volume:				
Major Street	420		8	
Minor Street	105		6	
2. Interruption of Continuous Traffic:				
Major Street	630		8	
Minor Street	53		8	
3. Minimum Pedestrian Volume:				
Major Street	420		8	
Minor Street	105		0	
4. Accident Experience:				
Preventable Accidents (last 12 months)		3		
Minimum Warrant		5		
5. Systems Warrant:				
Entering Volume (Weekday peak hour)		1010		
Minimum Warrant		800		

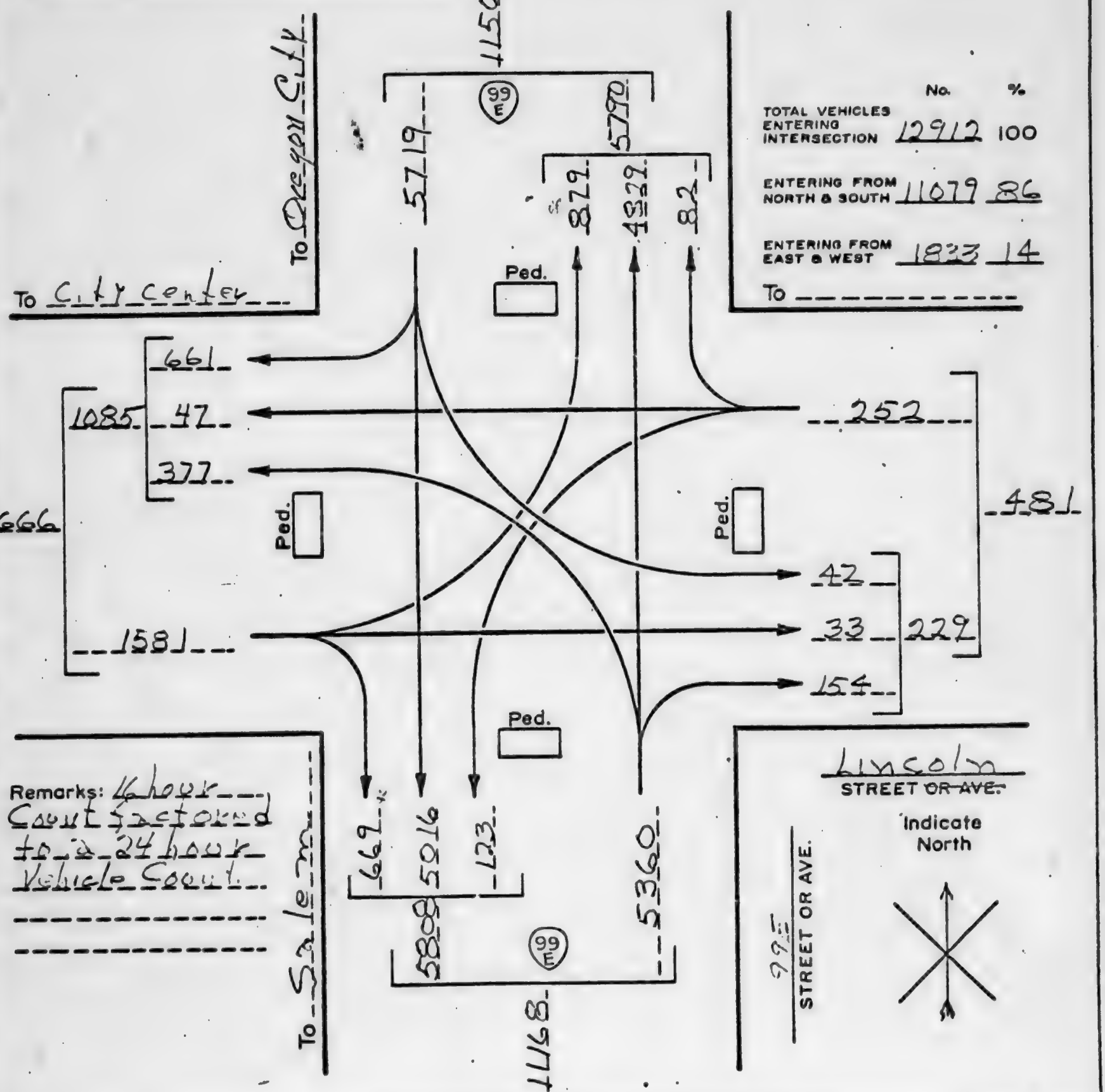
* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE June 14, 1972
DAY OF WEEK Wednesday-Friday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM to 10PM
PEDESTRIAN COUNT — HRS.
HOURS COUNTED —
WEATHER Clear

CITY OR COUNTY Woodburn
INTERSECTION OF Pacific Hwy East No. 1E
and Lincoln Street
MILE POST 32.41
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	12912	100
ENTERING FROM NORTH & SOUTH	11079	86
ENTERING FROM EAST & WEST	1833	14
To ----------		

Remarks: 16 hour Count factored to a 24 hour Vehicle Count

Rev. 3-72

7777

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

May 24, 1973

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97207

Mr. E. A. Kendrew

Waterproofing Material
Boones Ferry Rd.-Pacific Hwy. E. Section
Hillsboro-Silverton Highway
Marion County
Contract No. 7777

Dear Sir:

On April 27, 1973, you wrote to me regarding the underpass at Woodburn on the above contract. It had been called to your attention that we had reached a point in the construction which called for the installation of the waterproofing of the structure, and you had concerns as to the materials being used meeting the specifications. Enclosed for your information are copies of five laboratory reports covering the materials necessary for the application of the waterproofing. One of these reports covers the rubber membrane material as manufactured by Goodyear, which was originally approved for use and subsequently rejected based upon a field inspection of the field material as it was being prepared for application. This material was replaced by rubber membrane supplied by Uniroyal Inc., which has been approved for use, even though it does not conform specifically to the special provisions.

The special provisions require that the rubber membrane be manufactured of 100% butyl rubber. The Uniroyal rubber membrane is not manufactured of 100% butyl rubber, but the specifications supplied by Uniroyal for this material lists properties equal to or superior to 100% butyl rubber, and greatly superior properties for ozone resistence and low temperature brittleness. Based upon these specifications, we feel that the material is as suited for the use intended as the material called for in the special provisions.

I hope that these laboratory reports will satisfy your concern that all material was satisfactorily tested and/or inspected and vound suitable for the use intended.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

bc: H. S. Coulter
C. T. Keasey
C. O. Frederickson
John Jenkins
Ross Harris

RECEIVED
MAY 25 1973
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

7777

May 15, 1973

Mr. Bob Oliver, Ombudsman
Office of the Governor
State Capitol
Salem, OR 97310

#7777

Dear Mr. Oliver:

Attached is a copy of our Regional Engineer's report about Mrs. Alice McKenney's complaint concerning a ditch along Highway 99E near the Molalla Junction.

I believe the situation has been remedied satisfactorily.

Very truly yours,

F. B. Klaboe
State Highway Engineer

Att.

cc George M. Baldwin
A. E. Johnson
C. O. Fredrickson

(ms)

124-1129

FORM S-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 11, 1973

TO MEMO TO THE FILE

FROM ORIGINAL SIGNED BY C. O. FREDRICKSON
C. O. Fredrickson
REGIONAL ENGINEER

SUBJECT Mrs. McKenney's Call
Boones Ferry Road-Pacific Hwy. E.

On April 19, 1973 Mrs. Alice McKenney called the Governor's Office complaining about the west side of 99E near the Molalla Junction where a utility ditch had been dug across a street and filled improperly. This complaint is in connection with the construction work being done on the Boones Ferry Road-Pacific Highway East construction project.

The City of Woodburn and PGE Company had dug three or four trenches across this street due to necessary utility changes.

When we were notified of Mrs. McKenney's telephone call, Resident Engineer Ross Harris contacted Mrs. McKenney regarding the complaint. Mr. Harris then contacted the City of Woodburn and PGE and asked them to place additional fill in the trenches they had excavated. This they did immediately. Mr. Harris advised me today that he checked this yesterday afternoon and it is in satisfactory condition.

JGC/jc

cc: F. B. Klaboe
Ross Harris

RECEIVED
STATE HWY ENGR
MAY 14 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7777

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

April 30, 1973

Southern Pacific Transportation Company
234 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Tunnel Liner Installation
Boones Ferry Rd-Pacific Hwy. East
Hillsboro-Silverton Highway
Contract No. 7777

Dear Sir:

Your January 22 and March 8, 1973 letters concerning the subject installation requested certain information. The extent of this information was reviewed with J. E. Dakin, E. A. Kendrew, R. L. Johnston, and Burt Kleinhans March 26, 1973. The following data is submitted:

Commercial Shearing & Stamping Company's 1971 "Soft Ground Tunnelling" Catalogue.

Commercial Shearing & Stamping Company Drawing No. C5-624-2AZV-001.

AASHO 1971 Interim 8 Specifications (Section 13 only-field tunnel liner plates).

Cross section of tunnel liner installation.

December 14, 1972 Soils & Geological Exploration Log (2 sheets).

Laboratory reports 72-3105 and 72-31054.

December 18, 1972 report from Hydraulic Engineer Richard L. Lenz with 2 sheets of attachments.

10 photographs taken December 21, 1972.

December 26, 1972 Memo to the Files by Regional Construction Engineer, Gerald W. Wimer

February 23, 1973 report and settlement profile from Soils & Geology Engineer, F. W. Yarbrough.

1972-73 tunnel liner daily progress summary.

April 20, 1973 letter from Bridge Administration Engineer, R. W. Ellison.

PA #2 dated September 11, 1972.

As indicated in Mr. Wimer's December 26 Memo, all of the Highway Division personnel participating in the December 16 meeting agreed the present installation had sufficient strength to preclude the necessity of renegotiating at that time. Should your firm be of the opinion that further strengthening is necessary, may we have your recommendation. Otherwise, it would be our intention to proceed with cleaning and sealing the small opening at the corners of each of the plates.

This sealing is not required by the contract and would be at added expense to our organizations by a change order.

A gunite lining has been suggested. However, it does not in itself add significant strength. It will also tend to have reflective cracking right where the greatest amount of sealing is needed.

The tunnel liner daily progress summary shows our contractor had trouble installing the tunnel liner within the specified 3% maximum distortion. This was due to excessive moisture in the granular fill material under your company's main line tracks. However, at no time was the distortion over 5%. By diligent work and effort by the subcontractor, Vern Ausum, all of the distortion was reduced to 3% or less as required by our contract.

As indicated in Mr. Stenerson's letter, our calculations confirm Commercial Shearing & Stamping Company's cage 102" diameter tunnel liner meets American Association of State Highway Officials 1971 Interim Specifications.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:gww /jly
cc: Southern Pacific - San Francisco
bc: H. S. Coulter
C. T. Keasey
W. J. Hart
C. O. Frederickson
Ross Harris

NOTED
H.S.COULTER

FORM 6-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7777

SALEM, OREGON
February 13, 1973

SUBJECT:

To: Mr. R. L. Schroeder
Asst. State Highway Engineer

B U I L D I N G

NOTED
A. E. JOHNSON

NOTED
F. B. K.

Considerable confusion has arisen regarding the status of the County FAS funds. This confusion stems from the difference between the project monies approved by the Highway Commission and the monies programed with FHWA. The reason that there is such a wide divergence between the two totals is that this office seeks approval from the Highway Commission for project funds as soon as applications are received and as long as sufficient funds remain for additional projects. Projects are programed with FHWA approximately one month before bid opening so that those projects which are rather inactive lend the impression that larger amounts of federal monies are available than is actually the case.

Two counties are particularly guilty of tying up federal funds and I cite the following examples:

WASHINGTON COUNTY:

FAS 944 (S.W. 72nd Avenue), S.W. Hunziker Street-Lower Boones Ferry Road. Federal funds approved, $650,000. This project was approved by the Highway Commission on January 30, 1970 and it is very doubtful if it will ever be constructed; yet the County will not cancel out because they would then be obligated to repay the State engineering costs already expended.

FAS 631, Tualatin River (Golf Course Road) Bridge. Federal funds approved, $300,000. Project was approved by the Highway Commission November 24, 1971. The County applied on the Bridge Replacement Program, for construction of this bridge and their application has been approved. They are now debating which program to use. The point is that $950,000 of federal funds (on these two projects) are tied up, with little likelihood of use in the near future.

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Info | Inves | R/D | D/R | Sign | Ad...

MARION COUNTY:

#1777 Boones Ferry Road-Pacific Highway East (Woodburn Bypass), cost $315,750. County authorized State to deduct the above amount of federal funds to apply on the project as of July 11, 1972.

#1795 FAS 126, North Santiam River (Greens) Bridge Section. Approved by the Highway Commission November 24, 1971 in the amount of $435,730. This project was programed by Linn County, but Marion County is obligated for one-half of this amount or, $217,865. In addition to this, when the grading section is let later on this summer, Marion County will be further obligated for the grading cost on the Marion County side of the river.

As of this date Marion County is in arrears to the amount of $639,985. Their yearly allocation is $170,000+.

For the past several months this office has been telling the counties that no additional project applications can be accepted until the Congress provides additional secondary monies.

In the past, there has been a policy not to allow a county to accumulate funds over a two-year period. This policy is unfair in that some of the smaller counties must hoard their funds for a number of years in order to finance a reasonable-sized project; for instance, Wheeler County has a yearly allocation of only $26,000+ of federal funds.

I have briefly discussed this problem with Mr. Klaboe and have received his permission to present this problem to the Association of Oregon Counties to determine if it could best be negotiated by counties and State together.

H. S. Cox
County and City Engineer

HSC:ljt

Copies to F.B. Klaboe
C.H. Young

FORM
DEC 14 1972
FOR FILING
7777

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

Southern Pacific Transportation Company

251 Union Station • Portland, Oregon 97209

December 1, 1972

IN REPLY PLEASE REFER TO
GMO 79559
0-0-70-12

Mr. T. W. Litchfield
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Referring to previous correspondence and to State Highway Contract No. 7777 covering construction of the proposed underpass near Woodburn.

We have reviewed the revised drawings received with your letter of November 17 and find them to be satisfactory from a railroad standpoint.

At this time we see no need to be furnished with additional drawings; however, after bridge construction is completed, we should be furnished with a set of reproducible mylars of the as-built drawings. The reason for this request is that we will be operating over this structure and would desire to have the as-built drawings for our records.

Yours truly,

A W Kilborn

COPIES TO:

AE JOHNSON
WJ HART
J B BOYD
R M HARRIS
J W VALENTINE

RECEIVED
DEC 6 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
DEC 5 1972
UTILITY UNIT

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UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

7777

November 17, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

ATTENTION: Mr. E. A. Kendrew
Assistant Engineer

RE: Revised Drawings
Boones Ferry Rd-Pacific Hwy. E. Sec.
Hillsboro-Silverton Highway
Marion County
Contract Nos. 7777
Your File: GM079559
0-0-70-12

Gentlemen:

This is in reply to your letter dated November 6, 1972, wherein you request the piling on the structure at the above-captioned location be driven to a 60-ton bearing capacity instead of the 50-tons as proposed by the State. You also request revised drawings Nos. 28115-28118, B-526 and B-535.

These revised drawings show all revisions you have requested to date by letter and telephone. These include the changes at Bent 1 caused by the revised pile layout, the up-to-date details of the 3-inch, galvanized, rigid steel conduit locations, and the agreed upon location of the keyways. A notation has been added that the conduit is to be furnished and installed by the contractor. The piling has been driven to 60-ton bearing capacity.

Unless advised to the contrary, we are proceeding with the construction as shown on the enclosed plans.

Very truly yours,

for T. W. Litchfield
Railroad and Utility Engineer

TWL:jly
Enclosures

cc: Southern Pacific w/2 sets of drawings

bc: A. E. Johnson
W. J. Hart
J. B. Boyd
R. M. Harris
J. W. Valentine

RECEIVED
NOV 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
NOV 1 1972
FOR FILING

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. SABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

7777

November 6, 1972

IN REPLY PLEASE REFER TO

GMO 79559
0-0-70-12

NOTED
A. E. JOHNSON

Mr. T. W. Litchfield
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Referring to your letter of October 20, relative to additional piling at Bent 1 in the Boones Ferry Road-Pacific Highway East Section of Hillsboro-Silverton Highway involving the proposed underpass near Woodburn.

Herewith one print of piling location showing the additiona in red requiring 60 tons bearing capacity instead of 50 tons on the proposed pile.

Would appreciate receiving the final set of bridge plans revised in accordance with information conveyed by Mr. Williamson's letter of June 30, 1972. The additional revisions relative to location of conduits, keyways and piling should be incorporated.

Please furnish one set of plans to this office and one to Mr. Williamson.

Yours truly,

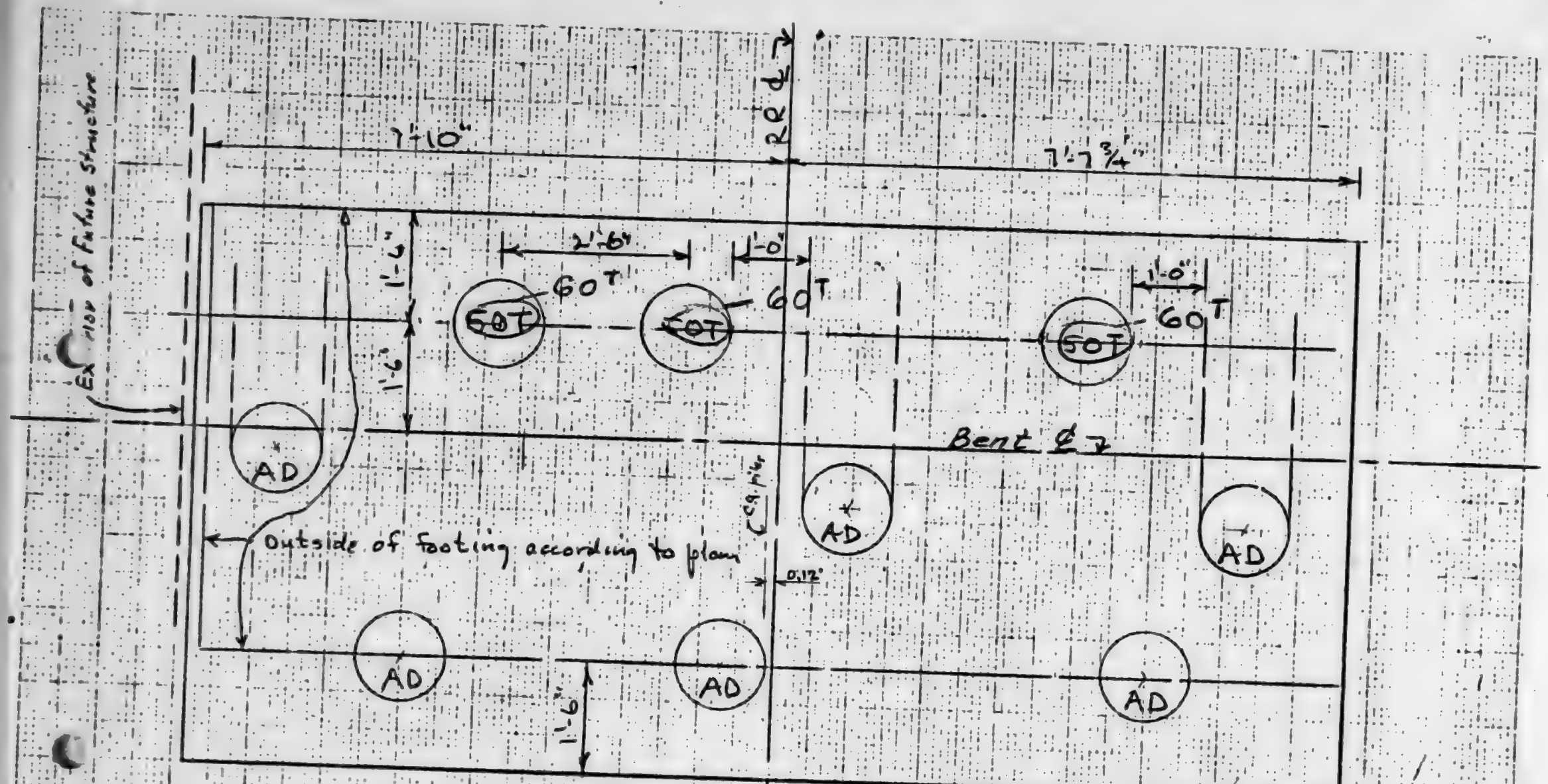
A W Kilborn

Attch.

Copy to
AE Johnson
W J Hart
J B Boyd
R M Harris
J W Valentine

RECEIVED
NOV 8 1972
UTILITY UNIT

RECEIVED
NOV 8 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER



AD = piles as driven as of 10-18-72

60T = proposed location of piles w/ 60T bearing capacity

ALTERNATE A

BENT 1

U'XING OF SPRR (WOODBURN) BR #13479

(Contract #7777)

scale ½" = 1'-0"

AB 10-18-72

10 X 10 PER HALF INCH

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OCT 27 1972
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7777

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

October 24, 1972

IN REPLY PLEASE REFER TO
GMO 79559

A. W. KILBORN
SUPERINTENDENT
C. T. SABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

NOTED
A. E. JOHNSON

Mr. T. W. Litchfield
Railroad and Utility Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Sir:

Referring to your letter of October 20, 1972, relative to additional piling at bent #1, Boones Ferry Road - Pacific Highway East Section, Hillsboro - Silverton Highway in Marion County, State Contract 7777, Bridge No. 13479 near Woodburn.

The additional piling as shown on your sketch attached to your letter will have to be approved by our Bridge Engineer in San Francisco. We will handle as soon as possible and advise by telephone.

Yours truly,

A W Kilborn

Copies to:

A E Johnson
W J Hart
J B Boyd
R M Harris
J W Valentine

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OCT 27 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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OCT 27 1972
UTILITY UNIT

RECEIVED
OCT 26 1972
FOR FILING

5

Southern Pacific
Transportation Company

One Market Street • San Francisco, California 94105

7777

N. M. WILLIAMSON
CHIEF ENGINEER-SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES-SYSTEM
M. F. DULLY
DISTRICT ENGINEER
R. E. FRAME
DISTRICT ENGINEER

October 24, 1972

IN REPLY PLEASE REFER TO
911429/323
0-0-70-12

NOTED
A. E. JOHNSON

Mr. T. W. Litchfield
Railroad and Utility Engineer
Utility Unit
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Reference is made to your October 16 letter, file Contract No. 7777 transmitting revised conduit installation details of the Railroad Bridge proposed to be constructed on the Boones Ferry Road-Pacific Highway East Section of the Hillsboro-Silverton Highway at Woodburn.

Installation of the conduits as proposed within the most easterly cell of the box girder as shown on your prints is satisfactory from a Railroad standpoint.

We find a notation on your Drawing B-526 indicating the four each 3-inch conduits are to be provided by Railroad. We suggest such a notation is erroneous inasmuch as your contractor is more readily in a position to furnish such material at the time fitting his construction schedule and in sufficient quantity to extend between the bases of each dead-ending pole, as mentioned to you in our July 10 letter.

Yours very truly,

N. M. Williamson
JAH

Copies To:

AE Johnson
WJ Hart
JB Boyd
RM Harris
JW Valentine

RECEIVED
OCT 27 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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NOTED
A. E. JOHNSON

OREGON STATE HIGHWAY DIVISION

7777
HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

October 20, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Additional Piling at Bent 1
Boones Ferry Road-Pacific Highway East Section
Hillsboro-Silverton Highway
Marion County
Contract No. 7777
Bridge No. 13479

Gentlemen:

In line with our recent telephone conversation, I am enclosing four copies of a sketch map showing three additional piling required at Bent 1 of subject structure. These are required due to an error in the location of the original six piling which have already been driven.

Your approval of this change is requested. Please advise this office by telephone as soon as possible so that our work can continue without delay.

We understand your verbal approval of this request and the one contained in our letter dated October 16, 1972 concerning the same structure, will be confirmed in writing at a later date.

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer

PGP:dl
Enclosure

cc: A. E. Johnson
W. J. Hart
J. B. Boyd
R. M. Harris
J. W. Valentine

RECEIVED
OCT 2[illegible] 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7777

October 16, 1972

Southern Pacific Transportation Company
One Market Street
San Francisco, California 94105

ATTENTION: Mr. T. H. Kruttschnitt, Jr.

Re: Revised Drawings
Boones Ferry Road-Pacific Highway East Section
Hillsboro-Silverton Highway
Marion County
Contract No. 7777
Your File: 911429/323
0-0-70-12

Gentlemen:

In line with recent telephonic discussions with your Portland and San Francisco offices, we have revised the conduit installation and keyway detail of the Railroad undercrossing on the above captioned section. Herewith you will find two prints of our Drawing Nos. 28116 and B-526 showing these revisions.

The conduit installation has been approved in principle but until this time you have not seen a drawing showing the proposed installation as presently contemplated. These conduits are to be placed in the easterly most cell as shown on Drawing NO. B-526. The keyway detail was approved in a conference telephone call with your Messrs. Granitow and Kendrew on October 11, 1972.

Please advise Mr. W. J. Hart or Mr. L. L. Wallace in our Salem office by telephone, Area Code 503-378-6551 of your approval of these changes so that fabrication may begin with minimum delay.

Your immediate attention to this matter will be very much appreciated.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: Southern Pacific Transportation Company
Portland

A. E. Johnson
W. J. Hart
J. B. Boyd
R. M. Harris
J. W. Valentine

RECEIVED
OCT 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 27 1972

FOR FILING
FORM 6-30 (REV. 10-69)

7777

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1972

To: Mr. C. W. Head
Secretary
State Highway Commission
B U I L D I N G

SUBJECT: R/W File No. 47108
PUX 827 SXF 588
Construction Agreement
Southern Pacific Transportation Company
Boones Ferry Road-Pacific Highway East
Section
Marion County
Contract No. 7777

The State's original fully executed counterpart of the above captioned agreement has been handed to Velda DeGuire for processing after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

The Construction Section and field personnel should take particular note of the work detailed in Paragraphs 3 and 4. The Resident Engineer should keep track of all work performed by railroad forces so that he can approve the bill for this work when presented by the railroad. He should also take particular note of Paragraph 9 with regard to insurance requirements and notify the railroad before commencing work on railroad property.

The Bridge and Maintenance Sections should take particular note of Paragraph 10 regarding the maintenance of the structure and highway facilities.

All personnel should be aware of Paragraph 11 which requires the State to construct a second bridge at no expense to the railroad should it become necessary for the railroad to construct a second track at this location.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: F. B. Klaboe
C. T. Keasey w/attachment
R. N. Bothman "
W. J. Hart "
V. E. Skoog "
J. R. Oakes - Attn: Velda DeGuire w/original
J. L. Sollis w/attachment
J. B. Boyd "
R. M. Harris "
J. W. Valentine "

NOTED
C. W. HEAD

SP*52475-734

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SEP 27 1972
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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 19, 1972

TO Mr. J. B. Boyd
Regional Engineer

FROM R. W. Ellison
Bridge Administration Engineer R.W. ELLISON

NOTED
A. E. JOHNSON

SUBJECT Boones Ferry Road (Woodburn)-
Pacific Highway East Section
Hillsboro-Silverton Highway
Marion County
Bridge No. 13479, Contract 7777

Attached are six prints of drawing B-526 which shows a proposed location for four conduits to be placed in the precast box section.

The Railroad has given their tentative approval for the conduit layout as shown. We would like to know the additional cost of such work prior to requesting formal approval from the Railroad. If the price is excessive we may ask the Railroad to reconsider the use of conduits in the curb.

Your early reply will allow us to proceed with minimum delay to the project.

TGT:dh
Attachment

cc A. E. Johnson
T. W. Litchfield
R. J. Wright

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SEP 21 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7777

September 18, 1972

Southern Pacific Transportation Company
One Market Street
San Francisco, California 94105

ATTENTION: Mr. T. H. Kruttschnitt, Jr.

Re: Offer for Easement
Boones Ferry Road Section
Pacific Highway East
Hillsboro-Silverton Highway
Marion County
R/W File: 47108
Your File: 911429/323
0-0-70-12

Gentlemen:

In your letter dated July 10, 1972, with which you sent to us the construction agreement for the above captioned section, you indicated that you expected compensation for the longitudinal easement on your property required by this project.

We have now completed our appraisals of this property and are prepared to offer you $1,220.00 for this land. If this offer is acceptable, please proceed with the preparation of the appropriate document conveying the easement to the State.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: Southern Pacific Transportation Company
Portland

F. B. Klaboe
J. B. Boyd
R. J. Henry
R. M. Harris
J. W. Valentine

NOTED
F. B. KLABOE

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AUG 28 1972
FOR FILING

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

1777

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

August 28, 1972

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. GRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MC CULLOCH
FRANK C. MC KINNEY
EARL H. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

Mr. Tom Edwards
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: In the Matter of the application of the State of Oregon, by and through its State Highway Commission, for authority to construct an under-crossing under the tracks of Southern Pacific Transportation Company in the City of Woodburn, SW 1/4 of the NW 1/4 of Sec. 8, Township 5S, Range 1W, Willamette Meridian, Marion County, Oregon

SXF 588 PUX 827

Dear Tom:

Herewith I hand you a copy of Order No. 72-586 issued by the Public Utility Commission under date of August 22, 1972, relative to the above subject matter.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:jm
encs.
cc: C. R. Burghardt
F. B. Klaboe
Walter J. Hart
R. N. Bothman
J. B. Boyd
T. W. Litchfield
F. T. Lacey
R. P. Hamilton
H. S. Cox
C. T. Keasey

NOTE
F. B. KLABOE

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FOR
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Order No. 72-586

Crossing No. C-736.1-B

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 588

In the matter of the application of the State of Oregon, by and through its State Highway Commission, for authority to construct an undercrossing under the tracks of Southern Pacific Transportation Company in the City of Woodburn, SW 1/4 of the NW 1/4 of Sec. 8, Township 5S, Range 1W, Willamette Meridian, Marion County, Oregon	ORDER

On April 20, 1972, the State of Oregon, by and through its State Highway Commission, duly filed an application with the Commissioner seeking authority to construct a highway undercrossing structure (known as the North Woodburn Underpass on the Hillsboro-Silverton Highway) under the tracks and right of way of Southern Pacific Transportation Company in the City of Woodburn, Marion County, Oregon.

By letter dated May 23, 1972, the applicant informed the Commissioner that respondent railroad, Southern Pacific Transportation Company, had requested that the applicant agree to construct, at a future date, a two-track structure at the site of the proposed undercrossing. By the same letter, applicant informed the Commissioner that it had agreed to this request of respondent railroad, and applicant filed substitute plans for this project with the Commissioner, showing what the two-track structure will look like, when and if it is constructed.

Copies of the application and the substitute plans were duly served upon Southern Pacific Transportation Company, the Marion County Board of Commissioners, the City of Woodburn, Northwest Natural Gas Company and Portland General Electric Company.

By letter dated June 20, 1972, Southern Pacific Transportation Company offered no objection to the application and substitute plans, provided that the "Construction and Maintenance Agreement" covering various details of the project was executed.

By letter dated August 14, 1972, Southern Pacific informed the Commissioner that it has no objection to the issuance of an ex parte order of the Commissioner in this matter.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application, the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) Authority to construct a single-track undercrossing structure as requested herein is hereby granted.

(2) Applicant shall construct the undercrossing structure.

(3) Applicant and the City of Woodburn and Marion County shall bear all costs of the construction and maintenance of the undercrossing structure in accordance with the terms of an agreement dated November 24, 1970, signed by each of these three parties.

(4) Southern Pacific Transportation Company shall maintain the railroad tracks and appurtenances at its own expense and, if necessary, subject to reimbursement by applicant, shall remove and protect its signal and communication lines during the construction period, replace such line in final locations upon completion of construction, and furnish such watchmen and flagmen services as may be necessary to protect railroad operations during construction of the project.

(5) Applicant shall notify the Commissioner upon completion of the project.

Made, entered and effective AUGUST 22 1972.

PUBLIC UTILITY COMMISSIONER OF OREGON

Diarmuid F. O'Scannlain
Public Utility Commissioner

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AUG 29 1972
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S

Salem

August 28, 1972

V. E. Skoog
Controller

L. H. Young
Programing Engineer

The following is a tabulation of the two major cooperative projects which will extend into the next fiscal period. The tabulation shows the amount anticipated to be spent on these projects this and next fiscal period.

As per 1973-75 Budget	Estimated Cost	1971-73 Budget	1973-75 Budget
SE 17th & Powell Blvd.	$2,297,000	$ 888,000	$1,409,000
Boones Ferry Rd.-Pacific Hwy. E.	1,200,000	960,000	240,000
Using present estimated cost (less F.A.) and same ratio of performance			
SE 17th & Powell Blvd.	1,029,000	398,000	631,000
Boones Ferry Rd.-Pacific Hwy. E.	1,570,000	1,256,000	314,000
		$1,654,000	$ 945,000

RDA:dg

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AUG 2 - 1972
FOR FILING

7777

August 1, 1972

Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

Attention: Mr. E. A. Kendrew

Gentlemen:

Approval of Agreement
Boones Ferry Road-Pacific Highway East Section
Marion County, Contract No. 7777
Your File: 911429/322 0-0-70-12

The construction agreement submitted with Mr. Williamson's letter of July 10 was approved by the Highway Commission on July 31, 1972. It will be executed at the Commission meeting to be held on August 8, 1972.

Since this contract was awarded on July 17 to White Construction Company (P. O. Box 201, Bend, Oregon 97701), we request that you proceed with the relocation of your signal and communication lines as soon as possible so that our contract will not be delayed.

Conformed copies of the contract and bond will be sent to you as soon as they have been received from the contractor.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

TWL:dl

bc Tom Edwards
Floyd Query -- Please send Mr. Litchfield two conformed copies of contract and bond when available.
C. T. Keasey
T. W. Litchfield
J. B. Boyd
R. M. Harris
J. W. Valentine

RECEIVED
JUL 28 1972

FOR FILING

7777

July 28, 1972

White Construction Company
2705 Lancaster Drive, N. E.
Salem, Oregon 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7777 for work on the Boones Ferry Road-Pacific Highway East Section of the Hillsboro-Silverton Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc St. Paul Fire and Marine Ins. Company
1500 N. E. Irving Street
Portland, Oregon 97232

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
Ross Harris

RECEIVED
JUL 24 1972
FOR FILING

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

July 17, 1972

IN REPLY PLEASE REFER TO
GMO 79559

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

7777

Routing
Kensey — RECEIVED — Pease E
Bond
Walker — JUL 19 1972 — Glenn
Litchfield K
Johnsen — CONSTRUCTION SECTION — Berg

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield, Railroad & Utility Engineer

Dear Sir:

In regard to the pre-construction conference that was held in Woodburn on July 14, 1972.

In connection with the construction of the shoo-fly and the undergrade crossing at Woodburn, it should be brought to the attention of your contractor, White Construction Company, that no work should be done, material stored or any preliminary activities done on our right of way until such time as the agreement with the railroad has been accepted by the State Highway Department and the contractor's insurance is approved by our firm.

Yours truly,

A. W. Kilborn

NOTED
A. E. JOHNSON

cc: Mr. Ross M. Harris
Resident Engineer
Department of Transportation
Post Office Box 30
Salem, Oregon 97310

White Construction Company
Post Office Box 201
Bend, Oregon 97701

Mr. Roy L. Houck, Incorporated
1158 Chemeketa St. N. E.
Salem, Oregon 97310

Copies to: AE Johnson
JB Boyd
CT Kensey
JW Valentine

RECEIVED
JUL 20 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUL 17 1972
FOR FILING

7777

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
Ross Harris
Don Trout
William Geibel (SAIF)

S

July 14, 1972

White Construction Company
2705 Lancaster Drive, N. E.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission on July 6, 1972, accepted your proposal for work on the Boones Ferry Road-Pacific Highway East Section of the Hillsboro-Silverton Highway in Marion County in the amount of $1,323,178 and referred it to the Administrator of Highways with authority to award the contract as soon as the City of Woodburn approves the project and deposits $12,180.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7777.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin July 26, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

FORM B-90-X (12-67)
FOR FILING

7777

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 13, 1972

To: Mr. Vern Skoog
Controller
BUILDING

SUBJECT: Cooperative Construction-Finance Project
Boones Ferry Road-Pacific Hwy. East Section
Hillsboro-Silverton Highway
(Woodburn By-pass)
Marion County and
City of Woodburn

Herewith City of Woodburn Warrant #8865 in the amount of $12,180.00 to cover advance deposit required per agreements of November, 1970 and February, 1972. A signed letter approving of the project amount will be forthcoming from the City of Woodburn.

The Marion County Board of Commissioners has authorized the award of the project by approving the attached letters which allow for FAS Funds' encumbrance for this and previous projects. The amount needed for this project as Marion County's advance deposit is approximately $315,750 which is to be made up by transferring from the County Federal Funds to State Highway Funds.

The project is clear for award if Administration concurs as this is a State project.

H. S. Cox
County and City Engineer

By

D. N. Harwell

D. N. Harwell
Assistant Engineer

DNH:mm

cc: Marion County Board of Commissioners
Woodburn City Council
L. H. Young
C. T. Keasey
J. B. Boyd

bc: F. B. Klaboe
A. E. Johnson
R. L. Schroeder
Floyd Query

Warrant #8865 for $12,180.00
Received by _____
Date _____

NOTED
FLOYD QUERY

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 7, 1972

Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

Attn: Mr. John Anderson
Director of Public Works

City of Woodburn
City Hall
Woodburn, Oregon 97071

Attn: Mr. Donald Stilwell
City Manager

Re: Boones Ferry Rd.-Pacific Hwy. East Sect.
Hillsboro-Silverton Hwy.
(Woodburn Bypass)
Marion County

Gentlemen:

On Thursday, June 29, 1972, the Oregon State Highway Commission received bids for the Boones Ferry Road-Pacific Highway East (Woodburn Bypass) Section of the Hillsboro-Silverton Highway. The apparent low bid was submitted by White Construction Company of Bend and Salem, Oregon.

Pursuant to agreements of November, 1970 and February, 1972, terms of which revealed a cost breakdown to be shared 80% State and 20% County and City, with the City of Woodburn paying the additional cost of city sewer work included in the project at the City's request. On April 17, 1972 and June 2, 1972, letters were sent to you regarding this matter and reflecting the estimated cost of this project.

Based on the foregoing, the anticipated cost breakdown is as follows:

Contract Bid Amount		$1,323,178.00
Anticipated Additional Items:		
Flagging	$15,000	
Railroad protective costs	16,000	
Other railroad costs	30,000	
Permanent signing	5,000	
Permanent pavement striping	1,000	
Stage construction striping	100	
Utilities adjustment	5,400	
Responsibility for liability damages	200	
		72,700.00
	Subtotal	$1,395,878.00
Contingencies & Engineering (12½%)		174,484.75
	Total Contract Amount	$1,570,362.75,
	or say	$1,570,363.00

(more)

	$1,570,363.00
Less City Sewer Work (100% City)	12,180.00
Subtotal	$1,558,183.00
Additional Items:	
Right-of-Way Costs (estimated)	165,000.00
Estimated Total Project Costs	$1,723,183.00
Preliminary Estimate, State share 80%	$1,378,546.00
Preliminary Estimate, County/City share 20%	344,637.00
Estimated Project Costs	$1,723,183.00

Advance Deposit Required:

20% of $1,723,183 = $344,637, less $28,900, appraised value of County/City right-of-way = $315,737, or say $315,750.

The above bid is approximately 11.8% above the State Highway Division's estimate; however, this bid amount is somewhat lower than the other four bids received by some $15,000+ to $233,000+, and in this event the State is willing to proceed, after concurrence of both the City of Woodburn and Marion County.

If City concurrence is granted, please execute in the space provided below, and return two copies to this office along with a check for $12,180 to cover City sewer work.

If County concurrence is granted, please execute in the space provided below, and return two copies of this letter and two copies of the enclosed form (FAS Fund Encumbrance), with these advance deposit monies of $315,750 transferred from Marion County FAS Funds to Oregon State Highway funds as per prior request of County. Please be advised these monies are in addition to approximately $250,000 encumbered funds on prior project commitments.

We trust the foregoing will be agreeable and appreciate your continued interest and cooperation in this and other matters of mutual concern to City, County, and State.

APPROVED BY CITY OF WOODBURN

By Mayor _____

By Recorder _____

Date _____

APPROVED BY MARION COUNTY BOARD OF COMMISSIONERS

By Henry L. Mattson
Commissioner

By Pat McCarthy
Commissioner

By Harry Carson Jr.
Commissioner

Date 7-11-72

Very truly yours,

George M. Baldwin
Administrator of Highways

H. S. Cox

By: H. S. Cox
County and City Engineer

DNH:ljt

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Salem, Oregon 97310

RE: Encumbrances of Future Anticipated Federal Allocations of FAS Funds

Dear Sir:

Marion County hereby requests an advance on its anticipated future Federal allocation of FAS funds in the amount of $315,750. This is the estimated additional fund needed by Marion County for the Boones Ferry Road-Pacific Highway East (Woodburn Bypass) Section on the Hillsboro-Silverton Highway. Since Marion County's annual Federal allocation is approximately $170,000, this represents all or a portion of its funds for the fiscal years of 1974, 1975, and 1976, and these funds will be replaced by the allocations to the County for these same fiscal years.

This request is in accordance with the agreement which was approved by the Association of Oregon Counties' Board of Directors at their meeting of August 15, 1969, and approved by the Highway Commission at their November 18, 1969, meeting. By this agreement, county Federal allocations became a revolving fund and permits any county to encumber its future anticipated Federal allocations for three years or less. It is also understood that each county must clear up all encumbrances of its FAS allocations before additional allocations can be advanced. Be it further remembered that no advancement on future anticipated Federal allocations can be honored until all present available allocations have been expended.

This request was signed at a duly authorized session of the Marion County Board of Commissioners at Salem, Oregon, on July 11, 1972.

Marion County, by and through its Board of County Commissioners

By Henry B. Mattson
Chairman

By Pat McCarthy
Commissioner

By Harry Carson Jr.
Commissioner

DNH:lat
7/6/72

RECEIVED
JUL 12
UTILITY UNIT
FOR FILING

OREGON STATE HIGHWAY DIVISION

7771

HIGHWAY BUILDING • SALEM, OREGON • 97310

Phone 378-6511

July 12, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Low Bidder
Boones Ferry Road-Pacific Highway East Section
Hillsboro-Silverton Highway
Marion County
Your File: 911429/322
0-0-70-12

Gentlemen:

This is to correct my letter dated July 7, 1972, wherein I advised the low bidder on the project was White Bros. Construction Company, Inc. of Walla Walla, Washington.

In fact, the low bidder was White Construction Company, P. O. Box 201, Bend, Oregon 97701.

Although the project has not been awarded, the pre-construction conference will be held on July 14, 1972 at 1:30 PM in the Council Chambers of the Woodburn City Hall. It will be appreciated if you will have a representative at this meeting.

Very truly yours,

George M. Baldwin
Administrator of Highways

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: Southern Pacific Transportation Company
San Francisco
Mr. L. V. Topaz - PUC

F. B. Klaboe
A. E. Johnson
W. J. Hart
F. L. Hall
H. S. Cox
L. H. Young
J. B. Boyd
R. M. Harris
J. W. Valentine

NOTED
F. B. KLABOE

JUL 1

JUL 12

RECEIVED
JUL 31 19[illegible]
FOR FILING

bc: George [illegible]dwin
Tom Edwards
F. B. Klaboe
[illegible]. P. Shaw
A. E. Johnson
E. S. Hunter
R. L. Schroeder
D. H. Moehring
L. H. Young
C. T. Keasey
V. E. Skoog
Floyd Query
J. B. Boyd

S

OREGON STATE HIGHWAY DIVISION

7777

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 7, 1972

Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

Attn: Mr. John Anderson
Director of Public Works

City of Woodburn
City Hall
Woodburn, Oregon 97071

Attn: Mr. Donald Stilwell
City Manager

Re: Boones Ferry Rd.-Pacific Hwy. East Sect.
Hillsboro-Silverton Hwy.
(Woodburn Bypass)
Marion County

Gentlemen:

On Thursday, June 29, 1972, the Oregon State Highway Commission received bids for the Boones Ferry Road-Pacific Highway East (Woodburn Bypass) Section of the Hillsboro-Silverton Highway. The apparent low bid was submitted by White Construction Company of Bend and Salem, Oregon.

Pursuant to agreements of November, 1970 and February, 1972, terms of which revealed a cost breakdown to be shared 80% State and 20% County and City, with the City of Woodburn paying the additional cost of city sewer work included in the project at the City's request. On April 17, 1972 and June 2, 1972, letters were sent to you regarding this matter and reflecting the estimated cost of this project.

Based on the foregoing, the anticipated cost breakdown is as follows:

Contract Bid Amount		$1,323,178.00
Anticipated Additional Items:		
Flagging	$15,000	
Railroad protective costs	16,000	
Other railroad costs	30,000	
Permanent signing	5,000	
Permanent pavement striping	1,000	
Stage construction striping	100	
Utilities adjustment	5,400	
Responsibility for liability damages	200	
		72,700.00
Subtotal		$1,395,878.00
Contingencies & Engineering (12½%)		174,484.75
Total Contract Amount		$1,570,362.75,
or say		$1,570,363.00

[illegible]

(more) JUL 10 Rec'd

	$1,570,363.00
Less City Sewer Work (100% City)	12,180.00
Subtotal	$1,558,183.00
Additional Items:	
Right-of-Way Costs (estimated)	165,000.00
Estimated Total Project Costs	$1,723,183.00
Preliminary Estimate, State share 80%	$1,378,546.00
Preliminary Estimate, County/City share 20%	344,637.00
Estimated Project Costs	$1,723,183.00

Advance Deposit Required:

20% of $1,723,183 = $344,637, less $28,900, appraised value of County/City right-of-way = $315,737, or say $315,750.

The above bid is approximately 11.8% above the State Highway Division's estimate; however, this bid amount is somewhat lower than the other four bids received by some $15,000+ to $233,000+, and in this event the State is willing to proceed, after concurrence of both the City of Woodburn and Marion County.

If City concurrence is granted, please execute in the space provided below, and return two copies to this office along with a check for $12,180 to cover City sewer work.

If County concurrence is granted, please execute in the space provided below, and return two copies of this letter and two copies of the enclosed form (FAS Fund Encumbrance), with these advance deposit monies of $315,750 transferred from Marion County FAS Funds to Oregon State Highway funds as per prior request of County. Please be advised these monies are in addition to approximately $250,000 encumbered funds on prior project commitments.

We trust the foregoing will be agreeable and appreciate your continued interest and cooperation in this and other matters of mutual concern to City, County, and State.

APPROVED BY CITY OF WOODBURN

By Mayor _____

By Recorder _____

Date _____

APPROVED BY MARION COUNTY BOARD OF COMMISSIONERS

By _____
Commissioner

By _____
Commissioner

By _____
Commissioner

Date _____

Very truly yours,

George M. Baldwin
Administrator of Highways

H. S. Cox

By: H. S. Cox
County and City Engineer

DNH:ljt

RECEIVED

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7777

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

July 7, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Revised Plans and Specifications
Boones Ferry Road-Pacific Highway
East Section
Hillsboro-Silverton Highway
Marion County
Your File: 911429/322
0-0-70-12

Gentlemen:

This is in reply to your letter dated June 21, 1972, in which you requested certain changes to be made in our construction plans and specifications.

You will find enclosed, two copies each of the following information:

1. Specifications for track materials to be used on the shoofly.

2. Sheet Nos. 1, 2A-1, 2F-1, 5, 6, 6A and 6B, revised June 30, 1972, showing the revisions you requested.

3. Encroachment Map No. 9B-9-20, revised June, 1972, showing the easement as revised.

4. Description for easement, dated June 26, 1972, for Right of Way File No. 47108 which describes the easements as revised.

The offer for the longitudinal encroachment will be made as soon as our appraisals are completed.

Your Mr. Williamson's letter, dated June 30, 1972, and the corrections he wishes made on Bridge Drawings No. 28115, 28116 and 28118 and grading plan Sheet 2E, have been submitted to our Bridge and Design Sections for action. The revised drawings will be submitted to you as soon as they are prepared.

Inasmuch as the contractor will supply the rails and ties for the shoofly, we intend to make the material the property of the contractor for his own disposition upon removal from the shoofly area.

NOTED
F. B. KLABOE

JUL 7 1972

Bids were opened on this project on June 29, 1972, and the low bidder was White Bros. Construction Co., Inc., P. O. Box 683, Walla Walla, Washington 99362, and we have until July 28, 1972 to award this contract. I must have the construction agreement and easement indenture in my hands not later than July 24 so that we may proceed with the award within the 30 day limit.

Your cooperation in helping us award this contract will be sincerely appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

Enclosures
TWL:dl
cc: SP - San Francisco w/attachments

L. V. Topaz - PUC
F. B. Klaboe
A. E. Johnson
W. J. Hart
F. L. Hall
H. S. Cox
L. H. Young
J. B. Boyd
R. M. Harris
J. W. Valentine

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7777

NOTED
A. E. JOHNSON

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

July 7, 1972

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. Roger W. Sharp

Re: Power Pole Adjustment
Boones Ferry Road-Pacific Highway
East Section
Hillsboro-Silverton Highway
Marion County

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of June 23, 1972, have been approved by the State. You are hereby authorized to proceed with the work as of July 7, 1972.

Please contact Mr. Ross Harris, Resident Engineer, 885 Airport Road, Salem, Oregon 97310, telephone 378-2663, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to July 7, 1972, in the amount of $847.25, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

George M. Baldwin
Administrator of Highways

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

PGP:dl
cc: Portland General Electric Co.
Attn: Mr. C. J. Irelan

A. E. Johnson
Glen L. Green
V. L. Gallagher w/attach (2)
V. E. Skoog "
J. B. Boyd " (2)
Ross Harris "
F. T. Lacey "
J. W. Valentine "

Note to J. B. Boyd: Please have a State Force Order prepared and submitted for this work. Prefix No. 124-1129. Return one copy of Est. and sketch with SFO.

JUL. 10 REC'D
AEJ

RECEIVED
JUL 1 1972
FOR FILING

5

OREGON STATE HIGHWAY DIVISION

7777

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 7, 1972

Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

Attn: Mr. John Anderson
Director of Public Works

City of Woodburn
City Hall
Woodburn, Oregon 97071

Attn: Mr. Donald Stilwell
City Manager

Re: Boones Ferry Rd.-Pacific Hwy. East Sect.
Hillsboro-Silverton Hwy.
(Woodburn Bypass)
Marion County

Gentlemen:

On Thursday, June 29, 1972, the Oregon State Highway Commission received bids for the Boones Ferry Road-Pacific Highway East (Woodburn Bypass) Section of the Hillsboro-Silverton Highway. The apparent low bid was submitted by White Construction Company of Bend and Salem, Oregon.

Pursuant to agreements of November, 1970 and February, 1972, terms of which revealed a cost breakdown to be shared 80% State and 20% County and City, with the City of Woodburn paying the additional cost of city sewer work included in the project at the City's request. On April 17, 1972 and June 2, 1972, letters were sent to you regarding this matter and reflecting the estimated cost of this project.

Based on the foregoing, the anticipated cost breakdown is as follows:

Contract Bid Amount		$1,323,178.00
Anticipated Additional Items:		
Flagging	$15,000	
Railroad protective costs	16,000	
Other railroad costs	30,000	
Permanent signing	5,000	
Permanent pavement striping	1,000	
Stage construction striping	100	
Utilities adjustment	5,400	
Responsibility for liability damages	200	
		72,700.00
Subtotal		$1,395,878.00
Contingencies & Engineering (12½%)		174,484.75
Total Contract Amount		$1,570,362.75,
or say		$1,570,363.00

NOTED
FLOYD QUERY

(more)

	$1,570,363.00
Less City Sewer Work (100% City)	12,180.00
Subtotal	$1,558,183.00
Additional Items:	
Right-of-Way Costs (estimated)	165,000.00
Estimated Total Project Costs	$1,723,183.00
Preliminary Estimate, State share 80%	$1,378,546.00
Preliminary Estimate, County/City share 20%	344,637.00
Estimated Project Costs	$1,723,183.00

Advance Deposit Required:

20% of $1,723,183 = $344,637, less $28,900, appraised value of County/City right-of-way = $315,737, or say $315,750.

The above bid is approximately 11.8% above the State Highway Division's estimate; however, this bid amount is somewhat lower than the other four bids received by some $15,000+ to $233,000+, and in this event the State is willing to proceed, after concurrence of both the City of Woodburn and Marion County.

If City concurrence is granted, please execute in the space provided below, and return two copies to this office along with a check for $12,180 to cover City sewer work.

If County concurrence is granted, please execute in the space provided below, and return two copies of this letter and two copies of the enclosed form (FAS Fund Encumbrance), with these advance deposit monies of $315,750 transferred from Marion County FAS Funds to Oregon State Highway funds as per prior request of County. Please be advised these monies are in addition to approximately $250,000 encumbered funds on prior project commitments.

We trust the foregoing will be agreeable and appreciate your continued interest and cooperation in this and other matters of mutual concern to City, County, and State.

APPROVED BY CITY OF WOODBURN

By Mayor E. Walter Lawson

By Recorder Barney A. Burris

Date July 13, 1972

APPROVED BY MARION COUNTY BOARD OF COMMISSIONERS

By _____
Commissioner

By _____
Commissioner

By _____
Commissioner

Date _____

Very truly yours,

George M. Baldwin
Administrator of Highways

H. S. Cox

By: H. S. Cox
County and City Engineer

DNH:ljt

FOR FILING

7777

Southern Pacific Transportation Company

One Market Street • San Francisco, California 94105

H. M. WILLIAMSON
CHIEF ENGINEER-SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES-SYSTEM
H. F. DULLY
DISTRICT ENGINEER
R. E. FRAME
DISTRICT ENGINEER

June 30, 1972

Routing

Keasey — RECEIVED — Peaco

Bond — Glenn

Walker — JUL 5 1972 — Litchfield

Johnson — CONSTRUCTION SECTION — Berg

IN REPLY PLEASE REFER TO
911429/323
0-0-70-12

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
A. E. JOHNSON

Attn: Mr. T. W. Litchfield, Railroad and Utility Engineer

Dear Sir:

With our copy of your June 9 letter to our Portland Office, we received construction plans and specifications for construction of Boones Ferry Road - Pacific Highway East Section of the Hillsboro-Silverton Highway, which involves construction of a railroad underpass bridge at Woodburn.

In the interest of time saving we are taking the liberty of commenting direct to you about certain construction details.

On sheet 2E of the plans 10 gage metal is specified for use in the tunnel liner plate culvert to be installed under the track and on page 36 of specifications the section modulus of 0.0590 is given. To meet our requirements for railroad loadings the gage of the plate steel must be changed to 7 and the section modulus changed to 0.0798.

We attach prints of your bridge drawing No's. 28115, 28116 and 28118 on which we have made comments in red pencil.

When the above mentioned drawings have been revised in accordance with our recommendations, we would appreciate your sending us prints thereof for our records.

Yours very truly,

H. M. Williamson

COPIES TO:

attach:
AE JOHNSON
ES HUNTER
FL HALL
CG SWENSON
WJ HART - W/ DRAWINGS 28115, 28116, + 28118
JB BOYD
RM HARRIS
J W VALENTINE

RECEIVED
JUN 11 1972

FOR FILING
9777

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

Southern Pacific Transportation Company

NOTED
A. E. JOHNSON

251 Union Station • Portland, Oregon 97209

IN REPLY PLEASE REFER TO

June 28, 1972

GMO 79559
0-0-70-12

Routing C

Keasey — RECEIVED — Pease
Bond — JUL 3 1972 — Glenn
Walker — CONSTRUCTION SECTION — Litchfield
Johnsen — Berg

Mr. George M. Baldwin
Administrator of Highways
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to proposed underpass for the Boones Ferry Road - Pacific Highway East Section of Silverton-Hillsboro Highway (Woodburn Bypass) at MP 736.1, Woodburn.

In connection with the construction of the structure, we would request that the State show the installation of four 3 inch galvanized rigid steel conduits for the entire length of the underpass structure to handle communications and signal facilities.

Yours truly,

A W Kilborn

COPIES TO:

A E JOHNSON
E S HUNTER
F L HALL
W J HART
J B BOYD
R M HARRIS
J W VALENTINE

RECEIVED
JUN 22 1972

FOR FILING

7777

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 22, 1972

TO L. H. Young
Programing Engineer

FROM Duane O. Christensen
Supervising Design Engineer

SUBJECT Boones Ferry Rd.-Pacific Hwy. East Sec.
Hillsboro-Silverton Highway
Marion County

We were advised by Mr. Jack Sollis on Wednesday, June 21, 1972, that signed agreements are still not completed with the Southern Pacific Railroad Company for the railroad undercrossing structure, Bridge no. 13479, on the above subject project.

Mr. Sollis said that agreement would be received from the railroad on or about July 1 and should be finalized shortly thereafter.

This project is currently advertised for a June 29, 1972, bid opening and award thereof should be held until agreements are finalized. It is anticipated that agreements will all be completed within the thirty days which is allowed after bid opening to award a contract.

DOC/ag

cc A. E. Johnson
C. T. Keasey
J. B. Boyd
J. Sollis

NOTED
A. E. JOHNSON

RECEIVED
JUN 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 22 1972
FOR FILING

47777

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

June 21, 1972

IN REPLY PLEASE REFER TO

911429/322
0-0-70-12

Routing

Keasey — RECEIVED — Peate
Bond — JUN 23 1972 — Glenn
Walker — — Litchfield
Johnsen — CONSTRUCTION SECTION — Berg

Mr. George M. Baldwin
Administrator of Highways
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

NOTED
E. S. HUNTER

Referring to previous correspondence relative to construction plans and specifications for Boones Ferry Road-Pacific Highway East Section of Silverton-Hillsboro Highway (Woodburn Bypass) undercrossing at MP 736.1, Woodburn.

Item 4 of sequence of work states that the railroad will supply rails, ties and miscellaneous hardware for shoofly. We feel this is too restrictive to your contractor and does not enable him to canvas the open market or sub-contractor for competitive bids. Moreover, it puts undesirable pressure on our company to obtain, furnish and deliver such material without delaying the project and we would prefer not to be burdened in this way. However, this is a project in which we are involved and we do stand ready to quote any interested contractor a firm price.

Item 5 indicates the contractor is to construct shoofly between points 10 ft. from centerline of existing main track to centerline of shoofly. Request that this be increased to at least 13 ft. because we find that track contractors are beginning to use mechanized on-track surfacing equipment which would foul the operated track at the 10 ft. distance.

Item 11 regarding salvaging shoofly material, etc., should conform, of course, to whatever change is made in Item 4.

Sheet 6 of grading plans and encroachment map shows installation of 15" "sewer" under track at east end of underpass. You will note this pipe crosses the track at about E.S. 755+40 at such an angle the portion to right of track leaves the proposed easement. This pipe should be included within the easement boundaries inasmuch as it is a part of highway drainage. This can be accomplished by merely changing E.S. 755+40, the point of change in easement line direction, to say E.S. 755+20 in the description. Incidentally, we note in your description the point of beginning is opposite E.S. 747+35 and

point of ending is opposite E.S. 746+35, a difference of 100 feet; the area stated fits E.S. 746+35. Please clarify these matters and we will change our drawing accordingly. We invite you to make an offer of payment for the longitudinal encroachment on Front Street.

Item 6B of grading plans is a profile of the shoo-fly. Aside from the fact the vertical curves shown do not comply with CE 33084, we find the sag of the 800' VC to be 1.48 ft. lower than existing track when using datum from your profile drawing No. 26977. The resultant sag in shoofly grade is undesirable and especially so when we have previously requested conformance to existing grade on main track.

Please furnish revised drawings and your offer for longitudinal encroachment.

Yours truly,

A W Kilborn

Copies to: A E Johnson
E S Hunter
F L Holl
C G Swenson
D H Moehring
W J Hart
J B Boyd
R M Harris
J W Valentine

RECEIVED
JUN 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

7777

May 4, 1972

IN REPLY PLEASE REFER TO
911429/323
0-0-70-12

Routing
Keasey — RECEIVED — Pasio
Bond
Walker — MAY 8 1972 — Glenn
Johnsen — CONSTRUCTION — Litchfield
SECTION — Berg

Mr. George M. Baldwin
Administrator of Highways
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to your letter April 14, relative to preliminary plans, encroachment map and cross sections, Boones Ferry Road Pacific Highway East Section, Hillsboro-Silverton Highway, Woodburn Bypass.

It appears that the State has been progressing this project to its final development at a rate much faster than our company can possibly handle. Consequently, certain very important matters have got out of hand and it is doubtful that the State would be able to open bids on May 25.

Of extreme importance to us is the fact that the State's latest plans show only a single track railroad bridge whereas previously a two-track structure has been discussed. We cannot rely on State Highway people's statement that they will recommend to the Highway Commission that State bear the cost of a suitable structure to accommodate our second track if and when it is needed. The Highway people with whom we are currently dealing undoubtedly have good intentions but we have been told many times in the past that a current administration cannot commit a future administration to the expenditure of public funds. Any clause entered into an agreement has always contained the reservation of the availability of these public funds.

We initially recommended the bridge be constructed to accommodate a future track which appears to be reasonable in view of its relative close proximity (approximately 2500 ft.) to the east switch in Woodburn. Although there may be no definite plans for a future track, the company can request apace for such track if we can substantiate there is a potential demand for increase in service which would require the additional track within a reasonable time. Our Industrial Department feels that the Woodburn area has an excellent industrial potential and this feature alone is sufficient we feel to justify our request for a two track railroad bridge.

NOTED
E. S. HUNTER

The two track railroad bridge should be constructed initially for the reasons previously expressed herein.

We received your letter March 10 with the prints of three drawings. State drawing 26976 entitled "Vicinity Map" depicted the proposed shoofly on 3°30' alignment using criteria previously furnished from this office. Drawing 26977 shows a railroad profile which we presume covers existing main line and to which gradient the shoofly should conform. Drawing 28026 shows plan and elevation of a single track railroad bridge which should be a two track bridge for reasons expressed above. In addition, our Bridge Engineer has reviewed this plan and his comments on the basic design of the box girder are noted in red on the print, copy of which is attached for your information. At this point we wish to add a reminder that bents for a two track structure should be normal (right angles) to the track.

Your plans furnished by letter March 17 show a revised shoofly alignment that appears to provide for the construction of a single track bridge which is unsatisfactory.

We will not comment at this time on State's plans to protect the bridge bents during construction as furnished with your letter March 23 because only a single structure is indicated. Your letter also transmitted a print and comparative estimate for open cutting versus tunneling for the railroad portion of the large diameter culvert to be installed alongside the existing 60 in. culvert No. 735.97. Inasmuch as the culvert is to be installed after the shoofly is removed and because of its near 30 ft. depth, we feel the installation under traffic should be accomplished by tunneling or boring through the railroad embankment, such work being integrated with similar drainage work on adjacent property may be performed by State's contractor on a calculated risk basis. Plans and specifications for the installation must, of course, be approved by our company. The 96 in. diameter tunnel liner section under railroad shown as being 63 ft. in length should be extended southerly to a point opposite the end of the existing 60 in. pipe.

Before preparation of a construction agreement can be undertaken, formal approval of our management must be solicited for the entire railroad involvement. This requires the submission of our usual prints illustrating the project along with details and summarized cost estimate which we do not have at this time. However, we are in the process of obtaining these cost estimates.

Preparation of our drawing showing a two track railroad bridge and related shoofly alignment previously approved together with other work may be undertaken now if the State will meet our requirements. If these requirements cannot be met, we must delay the project until such time as negotiations are concluded to our satisfaction.

In line with this thought, we are requesting a thirty day extension for replying to your PUC application.

Please advise if the State is willing to include the above in this project so that we may prepare the appropriate construction maintenance agreement and easement and be in a position to make a reply relative to PUC application.

Yours truly,

A W Kilborn
CEB

Attch.

Copies to:

F B Klabols
E S Hunter
F L Hall
W J Hart - w/ plans
L H Young
J L Sollis
J B Boyd

RECEIVED
MAY 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 18 1972
UTILITY UNIT
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

April 14, 1972

ATTENTION: Mr. E. A. Kendrew

7777

Re: Preliminary Plans, Encroachment Map and Cross Sections
Boones Ferry Road-Pacific Highway East Section
Hillsboro-Silverton Highway
Marion County
Your File: 911429/322
0-0-70-12

Gentlemen:

Herewith you will find for your review and approval, two prints each of the following information:

1. Preliminary grading plans, dated April 13, 1972.
2. Encroachment Map, No. 9B-9-20, dated February, 1972.
3. Encroachment Cross Sections, No. 9B-9-21, dated February, 1972.
4. Description of easement for right of way File No. 47108, dated March 6, 1972.

NOTED
F. B. KLABOE

This information supplements all material previously transmitted and should provide you with sufficient information from which to prepare the construction agreement and easement indenture for this project.

In line with our recent telephone discussions, the 96-inch pipe shown on Sheets 2B and 6 will be installed in its entirety by the State's contractor. Since you are responsible for the cost of placing the 96-inch culvert on railroad property, we propose that you credit the State for the actual cost of installing the pipe beneath the railroad. This amount will be deducted from the final bill for work performed by your forces for which you will be reimbursed by the State.

It is proposed that the sequence of work, with regard to your facilities in this area, will be performed as follows:

1. Contractor will extend the existing 60-inch pipe through shoofly embankment area.
2. Contractor will grade the shoofly alignment.

3. Railroad will relocate signal and communication lines to a temporary position along the easterly side of the shoofly.

4. Railroad will supply rails, ties and miscellaneous hardware for the construction of the shoofly track.

5. Contractor will construct shoofly to a point where the center line of the shoofly track and the center line of the main line track measure approximately 10 feet from center to center.

6. Railroad will connect shoofly at each end.

7. Railroad will remove tracks from area of structure.

8. Contractor will build railroad structure.

9. Upon completion of structure, railroad will place track on structure.

10. Railroad will reconnect main line track.

11. Contractor will salvage rails and ties from shoofly and stock pile in an area satisfactory to railroad.

12. Railroad will place signal and communication lines in permanent position.

13. Contractor will remove shoofly and complete grading of the highway.

14. Contractor will tunnel 96-inch pipe upon railroad.

Please review this material and sequence of construction and advise us of any changes you wish incorporated into the construction plans and specifications.

Bids for this project are to be opened on May 25, 1972, and so your earliest response will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: Southern Pacific Transportation Company
San Francisco w/attachments

F. B. Klaboe
E. S. Hunter
F. L. Hall
L. H. Young
J. B. Boyd
B. D. Johnson
F. W. Sugnet

RECEIVED
APR 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 9 1972

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7777

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

June 9, 1972

ATTENTION: Mr. E. A. Kendrew

Re: Construction Plans
Boones Ferry Road-Pacific Highway
East Section
Hillsboro-Silverton Highway
Marion County

Gentlemen:

Herewith for your review and approval you will find two sets of construction plans and special provisions for the above captioned project.

Bids for this project will be received by the Oregon State Highway Commission on June 29, 1972.

NOTED
F. B. KLABOE

Our Resident Engineer for this project will be Mr. Ross Harris, P.O. Box 30, Salem, Oregon 97310. The Regional Utility Engineer is Mr. J. W. Valentine, P.O. Box 90, Salem, Oregon 97310.

The matters contained in your letter dated May 4, 1972 were discussed with you and your San Francisco people on May 10, 1972 and as a result, we agreed to the future construction of a structure to accommodate a future second track. You will note on Drawing No. 28115 that the position of the future structure is shown. This has been handled with the Public Utility Commissioner and this plan was submitted to him on May 23, 1972.

I assume the construction agreement reflecting our discussions, correspondence and conversations by telephone is being prepared. If possible, I should like to have this agreement in my hands by June 16, 1972, so that it may be placed on the agenda for the Commission meeting scheduled for June 27, 1972. Your cooperation in this regard will be sincerely appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: Southern Pacific Transportation Co.
San Francisco

L. V. Topaz - PUC

F. B. Klaboe
A. E. Johnson
W. J. Hart
F. L. Hall
H. S. Cox
L. H. Young
J. B. Boyd
R. M. Harris
J. W. Valentine

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JUN 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

June 8, 1972

Portland General Electric Company
Pacific Northwest Bell Telephone Company
Northwest Natural Gas Company
City of Woodburn

Re: Construction Plans
Boones Ferry Road-Pacific Highway East Section
Hillsboro-Silverton Highway
Marion County

Gentlemen:

Herewith are construction plans for your use in the adjustment and/or protection of your facilities on the above captioned project.

Bids for this project will be received by the Oregon State Highway Commission on June 29, 1972.

Our Resident Engineer for this project will be Mr. Ross Harris, P.O. Box 30, Salem, Oregon 97310. The Regional Utility Engineer is Mr. J. W. Valentine, P.O. Box 90, Salem, Oregon 97310.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Jaelene Cartwright
for T. W. Litchfield
Railroad and Utility Engineer

NOTED
A. E. JOHNSON

RMF:dl
Enclosure
cc: Northwest Natural Gas Company - Portland
Portland General Electric Company - C. J. Irelan
Clark & Groff Engineering, Inc.
3276 Commercial Street SE
Salem, Oregon 97302
Attn: Mr. Herbert Arnold

A. E. Johnson
H. S. Cox
J. B. Boyd
Ross Harris
J. W. Valentine
F. T. Lacey

RECEIVED
JUN 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 5 - 1972

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

bc: G. M. Baldwin
Tom Edwards
F. B. Klaboe
L. P. Shaw
A. E. Johnson
E. S. Hunter
R. L. Schroeder
D. H. Moehring
L. H. Young
F. L. Hall
J. B. Boyd
R. J. Henry
Ross Harris
Floyd Query, w/orig. of 4/17 lette

June 2, 1972

Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

Mr. John Anderson, Director
Department of Public Works

City of Woodburn
City Hall
Woodburn, Oregon 97071

Mr. Don Stilwell
City Manager

Gentlemen:

Per our letter of April 17, 1972 (attached), the State, County, and City entered into an agreement of understanding regarding the finance and construction details of the pending Boones Ferry Road-Pacific Highway East (Woodburn By-pass) Section of the Hillsboro-Silverton Highway.

The project is currently scheduled for the June 29 bid letting, having been deferred from the May letting due to railroad negotiations and related matters.

Per previous correspondence and discussions, upon receipt of acceptable bids, you will be notified of the proposed costs and requested to concur in award of the contract; the County will be requested for authorization for appropriate funds to be withdrawn from Marion County's Federal-aid apportionment; and the City will be asked to forward a check to cover city sewer work. The current estimate of cost is approximately $1,500,000, including right-of-way.

The revised plan for the city sewer work will be for installation of sewer pipe across the main highway facility as well as the "C" Line connection to Front Street. The current estimated cost for this sewer work is approximately $28,000.

We trust the above is satisfactory to both the City of Woodburn and Marion County, and unless we hear to the contrary, we will proceed with the proposed bid letting of June 29.

Thank you for your concern, patience, understanding, and cooperation in this proposed tri-party project.

Very truly yours,

George M. Baldwin
Administrator of Highways

By D. N. Harrell
for H. S. Cox
County and City Engineer

NOTED
FLOYD QUERY

DNH:mm

RECEIVED
COUNTY & CITY SECTION
MAY 5 1972
ENGR. COOR. CE AE UE
UPE CE RE PPE

RECEIVED
APR 19 1972
MARION COUNTY ENGINEER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 17, 1972

Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

Mr. John Anderson, Director
Department of Public Works

City of Woodburn
City Hall
Woodburn, Oregon 97071

Mr. Don Stilwell
City Manager

Gentlemen:

Under dates of November 24, 1970 and February 22, 1972, the State, City and County agreements were approved regarding the cooperative construction-finance arrangements for the Boones Ferry Road-Pacific Highway East (Woodburn By-pass) Section of the Hillsboro-Silverton Highway.

This proposed project has been subject to many meetings and discussions, and it is currently our intent to advertise for bids on the May 25, 1972 bid letting.

The project is currently estimated to cost $1,320,000 plus an additional $30,000 for city sewer work, included in the project at Woodburn's request. A composite breakdown for the estimated cost is approximately as follows:

State	80%	=	$1,056,000
County-City	20%	=	264,000
City	100%	=	30,000

The above costs include rights-of-way and construction costs, with the rights-of-way based on appraised value and acquisition costs of all properties concerned.

The County and City have obtained, or been credited with, several parcels of property; i.e., files 45394, 45395, 45396, 45397, and 45400 which have an appraised value of $28,900. The State is responsible for obtaining some twenty-four parcels.

It is our understanding that Marion County proposes to use Federal fund credits, matched with right-of-way appraisals, for their

portion of project costs as stipulated in the agreements heretofore mentioned. This method will place an encumbrance on at least three years of Federal funds for Marion County which will preclude Federal Aid-County projects for at least that period of time in Marion County.

If this is the consensus of both the City of Woodburn and Marion County, please have the appropriate officials sign in the space provided below and return three copies to this office prior to May 1, 1972.

Upon receipt of these copies, they will be processed and a copy returned to each of you for your permanent records.

We appreciate your interest and cooperation in this and other highway matters within your jurisdiction and invite any inquiries you may have.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. V. Harrold

for H. S. Cox
County and City Engineer

DNH:mm

APPROVED Apr. 26 1972
BOARD OF COMMISSIONERS OF Marion COUNTY
BY Henry L. Matteson
Pat McCarthy
Harry Carson Jr.
COMMISSIONER

May 23 1972
D. J. Schneider

APPROVED
CITY OF Woodburn
BY MAYOR E. Walter Lawson
BY RECORDER Barney O. Burns
DATE May 3, 1972

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

RECEIVED
MAY 23 1972
FOR FILING

7777

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

May 23, 1972

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MC CULLOCH
FRANK C. MC KINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

Mr. Diarmuid F. O'Scannlain
Public Utility Commissioner
Public Service Building
Salem, Oregon 97310

Attention: Mr. Lionel V. Topaz
Assistant Public Utility Commissioner

Re: PUX 827 SXF-588
Southern Pacific railroad undercrossing - Boones Ferry Road - Pacific Highway East Section
Hillsboro - Silverton Highway
Marion County
Bridge No. 13479

Dear Mr. Topaz:

The Southern Pacific Railroad Company has requested that in order for an ex parte order to be issued in this case, that the Highway Division agree to construct, at a future date, a two track structure. The Highway Division has agreed to this and is now submitting plans showing what the two track structure will look like when constructed.

I would appreciate your serving the parties of interest in the case and hopefully this will allow the entry at this time of an ex parte order.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

NOTED
TOM EDWARDS

cc: F. B. KLABOE

JLS:gv

cc: Tom Edwards
Frank Morgan
J. B. Boyd
Walter J. Hart
T. W. Litchfield
H. S. Cox

RECEIVED
MAY 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 17, 1972

NOTED
JACK L. SOLLIS

TO L. I. Lindas
Chief Counsel Attention Jack Sollis

FROM R. W. Ellison
R. W. Ellison
Bridge Administration Engineer

SUBJECT

S.P.R.R. Undercrossing
Boones Ferry Rd. (Woodburn)- Pacific Hwy. E. Section
Hillsboro-Silverton Hwy.
Bridge 13479
PUC Application

Attached are twelve copies of Drawing 28221, showing the currently proposed single track railroad structure and the proposed future structure for the future track for the subject project.

This same drawing will be used by Mr. Ted Litchfield in consumating his agreement with the railroad for this project.

Please use the attached drawings in the application for a PUC Permit in place of those you previously received.

RWE/ag
Attachments

cc A. E. Johnson
T. Litchfield w/attach.

RECEIVED
MAY 19 1972
FOR FILING

7707

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 17, 1972

TO L. I. Lindas
Chief Counsel Attention Jack Sollis

FROM ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

SUBJECT S.P.R.R. Undercrossing
Boones Ferry Rd. (Woodburn)- Pacific Hwy. E. Section
Hillsboro-Silverton Hwy.
Bridge 13479
PUC Application

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RWE/ag
Attachments

cc A. E. Johnson
T. Litchfield w/attach.

NOTED
A. E. JOHNSON

RECEIVED
MAY 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 1 8 1972
FOR FILE

Southern Pacific
Transportation Company

A. W. KILBORN
SUPERINTENDENT
C. T. BAKERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 Union Station • Portland, Oregon 97209

NOTED
F. B. KLABOE

May 4, 1972

IN REPLY PLEASE REFER TO
911429/323
0-0-70-12

Routing
Keasey — RECEIVED — Peas
Bond
Walker — MAY 8 1972 — Glenn
Litchfield
Johnsen — CONSTRUCTION — Berg
SECTION

Mr. George M. Baldwin
Administrator of Highways
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to your letter April 14, relative to preliminary plans, encroachment map and cross sections, Boones Ferry Road Pacific Highway East Section, Hillsboro-Silverton Highway, Woodburn Bypass.

It appears that the State has been progressing this project to its final development at a rate much faster than our company can possibly handle. Consequently, certain very important matters have got out of hand and it is doubtful that the State would be able to open bids on May 25.

Of extreme importance to us is the fact that the State's latest plans show only a single track railroad bridge whereas previously a two-track structure has been discussed. We cannot rely on State Highway people's statement that they will recommend to the Highway Commission that State bear the cost of a suitable structure to accommodate our second track if and when it is needed. The Highway people with whom we are currently dealing undoubtedly have good intentions but we have been told many times in the past that a current administration cannot commit a future administration to the expenditure of public funds. Any clause entered into an agreement has always contained the reservation of the availability of these public funds.

We initially recommended the bridge be constructed to accommodate a future track which appears to be reasonable in view of its relative close proximity (approximately 2500 ft.) to the east switch in Woodburn. Although there may be no definite plans for a future track, the company can request apace for such track if we can substantiate there is a potential demand for increase in service which would require the additional track within a reasonable time. Our Industrial Department feels that the Woodburn area has an excellent industrial potential and this feature alone is sufficient we feel to justify our request for a two track railroad bridge.

The two track railroad bridge should be constructed initially for the reasons previously expressed herein.

We received your letter March 10 with the prints of three drawings. State drawing 26976 entitled "Vicinity Map" depicted the proposed shoofly on 3°30' alignment using criteria previously furnished from this office. Drawing 26977 shows a railroad profile which we presume covers existing main line and to which gradient the shoofly should conform. Drawing 28026 shows plan and elevation of a single track railroad bridge which should be a two track bridge for reasons expressed above. In addition, our Bridge Engineer has reviewed this plan and his comments on the basic design of the box girder are noted in red on the print, copy of which is attached for your information. At this point we wish to add a reminder that bents for a two track structure should be normal (right angles) to the track.

Your plans furnished by letter March 17 show a revised shoofly alignment that appears to provide for the construction of a single track bridge which is unsatisfactory.

We will not comment at this time on State's plans to protect the bridge bents during construction as furnished with your letter March 23 because only a single structure is indicated. Your letter also transmitted a print and comparative estimate for open cutting versus tunneling for the railroad portion of the large diameter culvert to be installed alongside the existing 60 in. culvert No. 735.97. Inasmuch as the culvert is to be installed after the shoofly is removed and because of its near 30 ft. depth, we feel the installation under traffic should be accomplished by tunneling or boring through the railroad embankment, such work being integrated with similar drainage work on adjacent property may be performed by State's contractor on a calculated risk basis. Plans and specifications for the installation must, of course, be approved by our company. The 96 in. diameter tunnel liner section under railroad shown as being 63 ft. in length should be extended southerly to a point opposite the end of the existing 60 in. pipe.

Before preparation of a construction agreement can be undertaken, formal approval of our management must be solicited for the entire railroad involvement. This requires the submission of our usual prints illustrating the project along with details and summarized cost estimate which we do not have at this time. However, we are in the process of obtaining these cost estimates.

Preparation of our drawing showing a two track railroad bridge and related shoofly alignment previously approved together with other work may be undertaken now if the State will meet our requirements. If these requirements cannot be met, we must delay the project until such time as negotiations are concluded to our satisfaction.

In line with this thought, we are requesting a thirty day extension for replying to your PUC application.

Please advise if the State is willing to include the above in this project so that we may prepare the appropriate construction maintenance agreement and easement and be in a position to make a reply relative to PUC application.

Yours truly,

A W Kilborn
CTB

Attch.

Copies to:

FB Klarole
ES Hunter
FL Hall
WJ Hart - w/ plans
LH Young
JL Sollis
JB Boyd

RECEIVED
MAY 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

April 21, 1972

IN REPLY PLEASE REFER TO
911429/322
0-0-70-12

Mr. George M. Baldwin
Administrator of Highways
State Highway Department
Salem, Oregon 97310

Routing
Keasey — Pease
Bond — Glenn
Walker — Litchfield
Johnsen — Bergstrom
RECEIVED
APR 27 1972
CONSTRUCTION SECTION

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Acknowledge your letter April 14, relative to preliminary plans, encroachment map, cross sections, Boones Ferry Road - Pacific Highway East Section of the Hillsboro-Silverton Highway (Woodburn Bypass Undercrossing).

As previously stated, we are attempting to resolve the question of who is to install the 96" pipe beneath the main line after shoofly and new highway underpass has been constructed.

The proposal as outlined in your letter appears to be a fair representation of the sequence of construction; however, as previously notified, request that the underpass structure be constructed for two tracks instead of one. We realize that a paragraph could be contained in the construction-maintenance and easement agreements which would provide for second track structure; however, we are reluctant to rely on future Highway Commissions for a definite commitment. We feel that your design of the underpass should incorporate the second track structure. The very minimum that would be required in the initial stage would be the construction of the abutments for the future second track at this location.

The description submitted with your letter will be checked and the reduced plans will also be checked by our San Francisco office and you will be advised of approval or additions or corrections necessary to these plans.

Yours truly,

A W Kilborn

cc: Klaboe
Sollis
4-27-72

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APR 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

OREGON STATE HIGHWAY DIVISION

7777

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 13, 1972

Mid Willamette Valley
Council of Governments
Room 19 County Courthouse
Salem, Oregon 97301

Proposed Zone Change
Case No. 71-34
Boones Ferry Rd.-Pacific Hwy. E.
Hillsboro-Silverton Hwy.
Marion County

Dear Sir:

We have received your notice of public hearing regarding the proposed zone change from R.A. (Residential Agr.) to C.R. (Commercial Retail) at properties located north of Woodburn city limits between Boones Ferry Road and Market Road #70 (Front St. Woodburn).

The relocation of the Hillsboro-Silverton Highway northerly of Woodburn will traverse throughout the length of the properties in question. The State Highway Division has no objections to the change in zoning; however, we recommend that close liaison be established between development plans and the design for the proposed new highway. This project is tentatively scheduled for letting this spring and preliminary plans are available for inspection by consulting with Mr. Frank Hall, Design Engineer, Room 224, State Highway Building, Salem.

Thank you for bringing this matter to our attention.

Very truly yours,

George M. Baldwin
Administrator of Highways

NOTED
F. B. KLABOE

ORIGINAL SIGNED BY
By L. H. YOUNG

L. H. Young
Programing Engineer

cc: F. B. Klaboe
J. B. Boyd
F. T. Lacey
Frank Hall

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APR 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

LEE JOHNSON
ATTORNEY GENERAL

AMES W. DURHAM, JR
DEPUTY ATTORNEY GENERAL

RECEIVED

7777

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

April 12, 1972

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

Mr. Diarmuid F. O'Scannlain
Public Utility Commissioner
200 Public Service Bldg.
Salem, Oregon 97310

Attention: Don Haakenson, Supervisor
Transportation Services

Re: Southern Pacific Railroad Undercrossing
Boones Ferry Road-Pacific Highway East
Section, Hillsboro-Silverton Highway,
Marion County, Bridge No. 13479
PUX 827

Dear Mr. O'Scannlain:

Please find enclosed, an original and seven copies of an application together with the revised plans, on the above file. Would you please serve any and all interested parties.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:mjg
Enclosures
cc: Tom Edwards
J. B. Boyd
F. D. Morgan
T. W. Litchfield

RECEIVED
APR 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT A RAILROAD-HIGHWAY GRADE SEPARATION STRUCTURE

1. Name of Applicant: State of Oregon by and through its State Highway Commission

   Address: State Highway Building, Salem, Oregon 97310

2. Statutory authority under which this application is made ORS 763.030.

3. Location of proposed project: City Woodburn

   County Marion.

4. This project will cross a public highway known as Hillsboro-Silverton Hwy. No. 140.

5. This project will cross the tracks and right of way of the Southern Pacific Transportation Co. (Railroad).

6. At this location the highway will be below (above/below) the railroad tracks.

7. List the proper parties of interest.

   A. State of Oregon

   B. City of Woodburn

   C. N. W. Natural Gas Co.

   D. Portland General Electric

   E. Southern Pacific Transportation Co.

   F.

8. What is the average annual daily traffic (vehicular) count? 3300

9. What is the average volume of train movements per day?

   Passenger 2 pass. 3days/wk. Switch no Freight 20 each day

10. The location of the proposed construction is in the SW 1/4 of the NW 1/4 of Section 8, in Township 5 S, Range 1 W, Willamette Meridian.

11. Who will construct the structure?

A. State of Oregon

B. _____

12. Who will pay for such construction?

Name of Party	Percent of Cost
State of Oregon	80
City of Woodburn)	
County of Marion)	20

13. Who will maintain the structure?

A. Up to the bottom of the beams except for the expansion bearings
State of Oregon

B. All highway appurtenances. State of Oregon

C. Above the bottom of the beams plus the expansion bearings
Southern Pacific Transportation Co.

D. Railroad tracks, railroad drainage and all railroad facilities
Southern Pacific Transportation Co.

14. Who will pay for said maintenance?

A. Up to the bottom of the beams except for the expansion bearings
State of Oregon

B. All highway appurtenances. State of Oregon

C. Above the bottom of the beams plus the expansion bearings
Southern Pacific Transportation Co.

D. Railroad tracks, railroad drainage and all railroad facilities
Southern Pacific Transportation Co.

15. Is this construction necessary for the service, accommodation, and convenience of the public? yes If yes, why? Provide for public safety by separating highway traffic from train traffic

16. Are the maps and drawings required by OAR 43-045 attached to this application? Yes (See attached sheet for details.)

17. List all crossings located within one-half mile of the proposed or altered crossing and show how they are protected:

2850' S.westerly - Hardcastle Ave. - crossing gates.

18. Other items of construction and cost distribution:

No temporary or permanent impaired clearance is required.

WHEREFORE, petitioner prays for an order authorizing the construction of the grade separation, and the allocation of costs thereof in accordance with the provision of this application and for such other order or orders that may be proper in the premises.

DATED at Salem, Oregon, this 11th day of April, 1972

STATE OF OREGON, by and through
its State Highway Commission

L. I. Lindas
Assistant Attorney General and
Counsel

By Jack L. Sollis
JACK L. SOLLIS

I, R. W. Ellison, being first duly sworn, say that I am Bridge Administration Engineer for the Oregon State Highway Commission and that the foregoing application is true as I verily believe.

R. W. Ellison
R. W. Ellison

STATE OF OREGON)
) ss
County of Marion)

Subscribed and sworn to before me this 11th day of April, 1972

Jack L. Sollis
Jack L. Sollis
Notary Public for Oregon
My Commission Expires: 12/18/72

I certify that the above is a true correct copy of the foregoing application and the whole thereof.

Jack L. Sollis
Jack L. Sollis
Assistant Attorney General

RECEIVED
APR 12 1972
UTILITY UNIT
FOR FILING

OREGON STATE HIGHWAY DIVISION

77-77

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

April 7, 1972

Northwest Natural Gas Company
123 N. W. Flanders Street
Portland, Oregon 97209

ATTENTION: Mr. G. R. Weaver

Re: Gas Facilities Conflict
Boones Ferry Road-Pacific Highway
East Section
Hillsboro-Silverton Highway
Marion County

Gentlemen:

Reference is made to our letter of March 22, 1972, which set forth certain facilities owned by your company which conflicted with the construction requirements of the proposed subject project. Additional conflicts have been found, therefore, that portion of the letter setting forth the list of conflicts is rescinded.

Attached hereto is a list of six (6) segments of conflicting gas line, two (2) conflicting valves and one (1) conflicting regulator, all of which are located on public road right of way.

All other provisions of the above referenced March 22, 1972 letter, remain in full force and effect.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Jackson Cartwright

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
J. B. Boyd
Ross M. Harris
F. W. Sugnet

NOTED
A. E. JOHNSON

RECEIVED
APR 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

LIST OF CONFLICTS

Utility: Northwest Natural Gas Company
Project: Boones Ferry Road-Pacific Highway East
Highway: Hillsboro-Silverton
County: Marion

Sheet ____ of ____ Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
	1112+72	23'	S			State hwy r/w
2" gas line	to			X		
	1120+70	25'	N			
Gas valve	1120+70	28'	N	X		City Street
	1120+70	25'	N			
2" Gas Line	to			X		County road r/w
	1120+82	100'	N			
	"FS"5+00	14'	W			
2" Gas Line	to			X		County road r/w
	"FS"25+00	14'	W			
	1188+72	12'	N			
2" Gas Line	to			X		City Street
	1195+22	12'	N			
2" Gas Line	1188+75	C/L	Xing			City Street
Gas regulator	1195+22	11'	N	X		City Street
	1195+22	11'	N			
1" Gas Line	to					City street & State hwy
	1195+53	C/L				r/w
Gas valve	1195+90	11'	N	X		City street

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APR 12 1972
FOR UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

April 7, 1972

City of Woodburn
City Hall
Woodburn, Oregon 97071

ATTENTION: Mr. Arthur R. Johnson

Re: Water Facilities Conflict
Boones Ferry Road-Pacific Highway
Section
Hillsboro-Silverton Highway
Marion County

Gentlemen:

Reference is made to our letter of March 22, 1972, which set forth certain facilities owned by the City which conflict with the construction requirements of the proposed subject project. That portion of the letter setting forth the list of conflicts has been found to be in error and is, therefore, rescinded.

Attached hereto is a revised list of four (4) water main and two (2) water valve conflicts. All of these conflicts are located on city street right of way.

All other provisions of our above referenced March 22, 1972 letter remain in full force and effect.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
J. B. Boyd
Ross M. Harris
F. W. Sugnet

NOTED
A. E. JOHNSON

RECEIVED
APR 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

LIST OF CONFLICTS

Utility: City of Woodb[illegible] Water Department
Project: Boones Ferry Road-Pacific Highway East
Highway: Hillsboro-Silverton
County: Marion

Sheet ____ of ____ Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
6" water line	1120+25	C/L	Xing		X	On city street. Estimated to be 3' below surface
2" water line	1120+22					
	to	12' - 19'	S		X	On city street. Must be adjusted approximately 20" below surface
	1120+75					
14" water line	1120+72	C/L	Xing		X	On city street. Estimated to be 3' below surface
16" water line	1120+10					
	to	85' - 44'	S		X	On city street. Estimated to be 3' below surface
	1120+68					
Water valve	1120+20	85'	S		X	On city Street
Water valve	1120+80	19'	S		X	On city street

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MAR 1
FOR FILING

cc: R. L. Schroeder
D. H. Moehring
J. B. Boyd

7777

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
March 20, 1972

To: Mr. F. B. Klaboe
Deputy State Highway Engineer
B U I L D I N G

SUBJECT: Coop. Construction-Finance Project
Boones Ferry Road-Pacific Hwy. East
(Woodburn Bypass)

NOTED
F. B. KLABOE

Per your request of late February, we met Wednesday, March 8, 1972, with various City of Woodburn and Marion County officials to review the agreement and understanding of financing on the proposed Boones Ferry Road-Pacific Hwy. East (Woodburn Bypass) Section of the Hillsboro-Silverton Hwy. #140.

On November 24, 1970, and February 22, 1972, the Highway Commission approved the financing of the project based on an 80% State and 20% City/County basis, with the 80% State share being $1,056,000, and the City/County 20% share being $264,000.

The 80%/20% ratio included all construction and estimated right-of-way costs based on an overall estimate of $1,320,000.

The project rights-of-way have all been acquired and the job is currently scheduled for the May 25 bid letting, as a State project, non-Federal participating.

The County proposes to give State their Federal Aid credits towards their 20% share of costs, including right-of-way costs of Milbro and other properties expended by County and City amounting to approximately $46,500, and an $800 credit for right-of-way from the First Presbyterian Church.

There is, or at least appears to be, a problem with rights-of-way, i.e.; County and City paid some $46,500 for these rights-of-way which were appraised by State for only $28,100. The files are 45395, 45396, 45397, 45400, and 45394, which was the $800 credit. The unfortunate circumstance is that State acquired the additional 24 files (22 by option and 2 by condemnation), all on the same appraisal basis. It appears some $18,000+ monies was expended contrary to pending agreements and understanding.

The foregoing will most likely be somewhat confusing to you and I suggest possibly next week we meet in your office with Region 2 and Right-of-way personnel and determine a thorough understanding of intent and what course of action is necessary.

H. S. Cox
County and City Engineer

By: D. N. Harwell
Assistant Engineer

3-31-72 moehring

B/mp 3/27

DNH:ljt

RECEIVED
MAR 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

3-31-72
REFERRED TO

Discuss with Harwell & report to Khboe

RECEIVED
MAR 16 1972
FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 13, 1972

SUBJECT: Boones Ferry Road-Pacific Highway East Section
Hillsboro-Silverton Highway

TO: MEMORANDUM TO THE FILES

On this date J. B. Boyd and I met with Dr. Vincent A. Gallo, Superintendent of Woodburn Public Schools, as requested in his letter to Mr. Hunter dated February 8, 1972.

Dr. Gallo stated that they were no longer interested in sound berms or plantings, but were concerned about storm drainage. We explained our plans and went over the layout on the ground. He asked if the Highway Division could assist in the cost of a storm sewer to contain the stream along their northerly property line. We told him there was no possibility, and suggested that the stream be left as an open channel with proper landscape treatment.

He accepted this suggestion and seemed satisfied with the information we had given him.

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

NOTED
E. S. HUNTER

FLH:jg
cc: J. B. Boyd
E. S. Hunter

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MAR 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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MAR 27 1972
FILING

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2-22-72

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 3, 1972

7777

Hon. Clay Myers
Secretary of State
121 State Capitol
Salem, Oregon 97310

MISC. CONTRACTS AND AGREEMENTS No. 4425

Attention: Ione Hanson

Dear Mr. Myers:

Please publish in the March 15, 1972, issue of your Administrative Rule Bulletin the attached Notices of the adoption of rules concerning the installation of traffic signals and speed zones.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:dr
Att.

I hereby certify that the Oregon State Highway Commission on February 22, 1972, approved the attached Notices.

cc George M. Baldwin
Tom Edwards
L. P. Shaw
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. B. Sipprell
L. I. Lindas
L. E. George
Gary Sund

OREGON STATE HIGHWAY COMMISSION

NOTICE OF ADOPTION OF A RULE CONCERNING
TRAFFIC SIGNALS IN WOODBURN

The Oregon State Highway Commission on February 22, 1972, approved installation of traffic control signals at the intersection of the Hillsboro-Silverton Highway and Boones Ferry Road in Woodburn as prescribed in the Manual on Uniform Traffic Control Devices.

OREGON STATE HIGHWAY COMMISSION

NOTICE OF ADOPTION OF A RULE CONCERNING
TRAFFIC CONTROL SIGNALS ON
THE MT. HOOD HIGHWAY IN MULTNOMAH COUNTY

The Oregon State Highway Commission on February 22, 1972, approved the installation of traffic control signals and left-turn refuges at the intersection of Mt. Hood Highway and S. E. 148th Avenue in Multnomah County.

OREGON STATE HIGHWAY COMMISSION

NOTICE OF ADOPTION OF RULES CONCERNING PLACING OF SPEED ZONES AND INSTALLATION OF TRAFFIC CONTROL DEVICES

(1) The Oregon State Highway Commission on February 22, 1972, adopted the following rules for placing of speed zones under normal conditions:

a) The 85 percentile speed of existing traffic shall be determined;

b) The average accident rate for similar areas statewide shall be determined;

c) The accident rate for the specific section being considered shall be determined;.

d) The algebraic difference between the accident rate for similar statewide sections and the accident rate for the section being considered shall be determined;

e) The safe speed shall be established as an algebraic summation of the 85 percentile speed and the difference in accident rates as determined in step D; and

f) The speed may be varied not to exceed five miles per hour, plus or minus, from that determined in step E as may be prudent due to volume of traffic, natural topographic or physical impediments, or for such other reasons as the Commission may deem appropriate.

(2) The Oregon State Highway Commission on February 22, 1972, adopted the following rules for placing speed zones under emergency conditions:

a) Speeds shall be established at such levels as the Engineer deems prudent;

b) In establishing such speeds, the Engineer shall consider the volume of traffic, the condition of the roadway, the weather, or any other conditions which should be considered to insure that traffic passes through the area in safety;

c) The speed zones shall have the full force and effect of law during the time they must remain in effect to insure safe traffic conditions in the area; and

d) Such speed zones will be removed when the condition necessitating their designation has been removed or corrected.

(3) The Oregon State Highway Commission on February 22, 1972, adopted the following rules for installation of traffic control devices:

The proposed rules for installation of traffic control devices are those warrants established in the "Manual on Uniform Traffic Control Devices for Streets and Highways" as approved by AASHO and the National Joint Committee on Uniform Traffic Control Devices. These warrants are shown in the Manual as 4c-3, 4c-4, 4c-5, 4c-7, 4c-8, 4c-9 and 4c-10. Copies of the proposed rules (warrants) may be obtained from the Traffic Engineer, Room 505, State Highway Building, Salem, Oregon 97310.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
MAR 7 - 1972
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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 2, 1972
Salem, Oregon

SUBJECT:

Uxing of S.P.R.R.
Boones Ferry Rd.(Woodburn)-Pacific Hwy. E.
Section
Hillsboro-Silverton Hwy.
Marion Co.
Br. No. 13479

To:

Mr. T. Litchfield
Railroad & Utilities Engineer
B U I L D I N G

Enclosed are six copies each of three drawings relative to the subject project. Drawing 26976 is the vicinity map of the proposed location. Drawing 26977 is the profile of the railroad and proposed highway. Drawing 28026 is the P.U.C. plan and elevation which will be used as an exhibit in the P.U.C. application. These drawings have been revised to correspond with the Southern Pacific Transportation letter of October 14, 1971 and your letter of February 8, 1972.

Also enclosed are six copies of the calculations for the prestressed concrete box beams for the structure.

Please submit these drawings and calculations to the Southern Pacific Railroad Company for their review and comment. In order that we may make a timely application to P.U.C., we would appreciate a response from the S.P.R.R. within two weeks.

R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attachs.

cc: A. E. Johnson
J. Sollis
W. J. Hart
J. B. Boyd
L. L. Wallace

RECEIVED
MAR 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

7777 Boones Ferry Rd.-Pac. Hwy. E. Sec. 1971
of Hills.-Silv. Hwy. in Woodburn.
(Grad., pav., and structures) # 1

C&A 4425
A&R 515

5 a

2-22-72

February 29, 1972

City of Woodburn
City Hall
Woodburn, Oregon 97071

Attention: Barney O. Burris
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals at the intersection of the Hillsboro-Silverton Highway and Boones Ferry Road.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

flm
Att.
cc L. E. George
(conf. agree. att.)

RECEIVED
FOR FILING

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2-22-72

7777

February 29, 1972

AIR 515

~~U.S. CONTRACTS and~~
~~AGREEMENTS No.~~

Board of County Commissioners
Marion County
Courthouse
Salem, Oregon 97301

Attention: T. Harold Tomlinson
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement with Marion County, City of Woodburn, and the Oregon State Highway Commission pertaining to construction details on the Boones Ferry Road-Pacific Highway East Section (Woodburn Bypass) of the Hillsboro-Silverton Highway.

A fully executed copy of this agreement is being sent to the City of Woodburn and we are retaining the same for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm
Att.
cc H. S. Cox
(conf. agree. att.)

February 29, 1972

City of Woodburn
City Hall
Woodburn, Oregon 97071

Attention: Barney O. Burris
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement with Marion County, City of Woodburn, and the Oregon State Highway Commission pertaining to construction details on the Boones Ferry Road-Pacific Highway East Section (Woodburn Bypass) of the Hillsboro-Silverton Highway.

A fully executed copy of this agreement is being sent to Marion County and we are retaining the same for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm
Att.

cc H. S. Cox

RECEIVED
FOR FILING
7771

MEMO TO FILE
February 28, 1972

Re: Coop-Construction Finance Agreement
Boones Ferry Road-Pacific Hwy. East Section
(Woodburn Bypass)
Hillsboro-Silverton Hwy. #140
City of Woodburn & Marion County

Per agreement of November 24, 1970, subject matter was determined that financing would be on a basis of 80% State and 20% City/County.

Prior to said agreement of November, 1970, and subsequent to that date, many meetings and discussions have been held and it was determined through these meetings that the 20% local match money would be derived at by the right-of-way acquisition and/or Federal Aid monies.

On February 22, 1972, the State Highway Commission approved a supplemental agreement and authority to proceed to contract using State construction funds for State's 80% share of project costs estimated to be approximately $1,056,000. City/County 20% share is estimated to be $264,000.

On this date, Mr. Klaboe instructed this office to meet with Marion County and the City of Woodburn, and determine the status and availability of funding to bring this project to a reality. In this regard it was understood that Marion County would transfer to State a sum of Federal fund credits, not to exceed $200,000, towards the cost of this project. As of the time of this writing it should be noted that any Federal Aid money attributed to this project through Marion County would be on an advancement basis, and if the need arises, the 3-year limit may be waived.

This office will set up a meeting with the proper officials of Marion County Public Works Department and City of Woodburn, with results to be a matter of future memo.

D. N. Harwell

D. N. Harwell
Assistant Engineer
County and City Section

RECEIVED
FEB 29 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

DNH:ljt

cc: Tom Edwards
F. B. Klaboe
E. S. Hunter
R. L. Schroeder

RECEIVED
FEB 24 1972
FOR FILING

7777

February 17, 1972

Mr. Vincent A. Gallo
Superintendent
Woodburn Public Schools
School District No. 103C
965 N. Boones Ferry Road
Woodburn, Oregon 97071

Dear Mr. Gallo:

I have been holding your February 8 letter hoping to find time to get up and see you as you requested. Since my schedule has not allowed me to do so, I am asking our Design Engineer Mr. Frank Hall to arrange a meeting with you in the very near future. I am sure Mr. Hall will be able to answer your questions.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
A. E. JOHNSON

for E. S. Hunter
Assistant State Highway Engineer

ESH:jf

bc: Tom Edwards
F. B. Klaboe
Frank Hall - Please arrange a meeting with Mr. Gallo, in the company of Mr. Boyd.
J. B. Boyd

Directors:
Clarence Smith, Chairman
Dan Brown
Pauline Neal
Neal Reiling
Robert Wells

WOODBURN PUBLIC SCHOOLS

SCHOOL DISTRICT NO. 103C

965 N. Boones Ferry Road
Woodburn, Oregon 97071
Phone 981-9555

Vincent A. Gallo
Superintendent

Charles Campbell
Asst. Superintendent

Marie Kocher
Business Manager

February 8, 1972

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hunter:

Responding to your letter of February 3rd, I can see no reason why a strip of our own lawn could not be utilized as the strip set aside for planting.

Would it be possible for us to meet in the very near future? I have some other concerns regarding drainage patterns affected by the new highway.

Sincerely,

Vincent A. Gallo
Superintendent

VAG/sj

RECEIVED
FEB 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 16 1972
FOR FILING

7777

February 15, 1972

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the February 22 meeting will be a triparty supplemental agreement between the State, Marion County, and the City of Woodburn pertaining to construction details related to the Boones Ferry Road-Pacific Highway East Section (Woodburn Bypass) of the Hillsboro-Silverton Highway.

The original agreement, approved November 24, 1970, was principally concerned with methods of financing the project prior to conducting a field survey or the preparation of designs. This supplemental agreement is considered necessary in order to clearly define construction details which could not be determined until final plans were prepared.

The supplement contains provisions stipulating that certain roads and streets shall be closed. The County and City concur in State's recommendations for said closures, and agree to accept all jurisdiction of certain frontage roads and connections which are to be constructed as a part of the project.

The total estimated cost of the project is approximately $1,320,000 with basic financing to be on the basis of 80% State-20% County/City. The City has requested that we install approximately 1,000 feet of sanitary sewer as a part of the project with the City paying all additional costs, estimated to be $30,000. The participating shares of

of estimated cost may be summarized as follows: State 80% ($1,056,000), County-City 20% ($264,000), plus City only $30,000 for sewer).

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf. I also request approval to proceed to contract at an early date using state construction funds for our share.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

Tom Edwards
State Highway Engineer

MCH:ljt dh

cc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Gary Sund
Gary Ross
L. H. Young
V. E. Skoog
D. H. Moehring
Frank Hall
Victor Wolfe
C. T. Keasey
H. S. Cox
J. B. Boyd

FORM B-50 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

February 10, 1972

To: Mr. F. B. Klaboe ✓
Deputy State Highway Engineer

BUILDING

SUBJECT: Supplemental Construction-Finance Agree.
Boones Ferry Rd.-Pacific Hwy. E. Sect.
Hillsboro-Silverton Hwy. No. 140
Marion County & City of Woodburn

(original agreement 11/24/70)

Herewith is a revised letter draft to the Highway Commission for their consideration at the February 22 meeting.

Per our conversation, the latest estimate of costs has been obtained (copy attached), which was compiled on January 28, 1972, without right-of-way costs included. Right-of-way costs obtained February 9, 1972 reveal approximately $165,000.

The cost of over-all project is now estimated at approximately $1,320,000, with financing to be shared 80% State ($1,056,000) and 20% City and County ($264,000).

The original approval of Highway Commission and as carried on schedule is $1,030,000. Therefore, the additional cost may need Commission approval.

H. S. Cox
County and City Engineer

By

D. N. Harwell

D. N. Harwell
Assistant Engineer

DNH:ljt
Att.

cc: R. L. Schroeder

RECEIVED
FEB 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

SP 52478-734

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

February 4, 1972

To: Mr. R. L. Schroeder
Assistant State Highway Engineer

BUILDING

SUBJECT: Supplemental Construction Agreement
Boones Ferry Road-Pacific Hwy. E. Section
Hillsboro-Silverton Hwy. No. 140
Marion County and City of Woodburn

(original agreement 11/24/70)

Herewith for your review and approval are four copies of an agreement which have been properly executed by the officials of Marion County and the City of Woodburn. Also attached is a suggested draft of a letter that may be used for presentation to the Highway Commission.

This project is scheduled for contract at the May 25 bid opening. The total estimated cost is $1,317,500 with basic financing to be on the basis of 80% State ($1,030,000) and 20% County and City ($287,500).

If you find all in order, please have this matter placed on the agenda for the February 22 Highway Commission meeting.

Mainor

Mainor C. Holmes
Office Engineer
County and City Section

MCH:ljt

Att.

RECEIVED
FEB 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

SP 32475-734

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE
(Fair)

Sheet 1 of 3 Sheets

Section Boones Ferry Rd-Pacific Hwy. E. Unit
Highway Hillsboro - Silverton County Marion Prefix
Length Designer Heary Draftsman Date Jan 26, 1972
Signed Title

Grading & Drainage			$ 269,568
Surfacing			$ 357,588
Extra Work			
	Flagging	$ 5,000	
	Stripping	300	
	Seeding & Mulching	1,600	
	Traffic Signals		
	Boones Ferry Rd.	20,000	
	Pac. Hwy. E.	15,000	
	R.R. Tracks, Ties & Ballast	34,400	
	Erosion Control	2,000	
Total Extra Work			$ 78,300
TOTAL			$ 705,456
+ 20% Engineering and Contingencies			$ 141,091
Structures			
3 span 1 Track Long Shoofly	R.R Structure	$ 148,000	
	Front St. Structure	159,000	
Total Structures			$ 307,000
Right of Way		2-9-72 from Oakes (RW)	$ 165,000
Total Estimated Cost			$ 1,153,547

Revised Total $ 1,318,547

Copies to Klabos 2-9-72. w/Comm letter Dr. 4.

Dr. 1

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 3 Sheets

Section Boones Ferry Rd-Pac. Hwy. E. Unit
Highway Hills-boro-Silverton County Marion Prefix
Length ___ Designer Henry Draftsman Date Jan. 28, 1972

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Furnish Field Lab. Bldg.	ea.	1		1		1,500
Clearing & Grubbing	All					5000
Removal of Obstructions	All					8000
General Excavation	Cu.Yd.	130,000		143,000	0.70	100,100
Lime Treated Subgrade	Sq.Yd.	54,662		57,395	0.35	20,088
Lime For Treated Subgrade	Ton	616		647	33.00	21,351
Plant Mix Bit. Base.	Ton	20,524		21,550	6.25	134,688
Asph. in Mix	Ton	1,129		1185	36.00	42,660
Asph. Conc. Cl"B" Mix	Ton	11,776		12,365	6.25	77,281
Asph. in Mix	Ton	765		803	36.00	28,908
Asph. in Tack Coat	Ton	4		5	100.00	500
Aggregate Shldr. Matl.	Ton	2,945		3,092	3.50	10,822
Watering	M-Gal	1,800		1,890	3.00	5,670
Cl. "A" Conc. in Curbs	Cu.Yd.	166		183	55.00	10,065
Extra for Approaches	ea.	25		28	50.00	1,400
P.C.C. Walk	Sq.Yd.	150		165	7.00	1155
Overhaul	"C" Yd.St.	4,400		4840	0.40	1,936
Emb. Foundation Exc.	c.y.	3,900		4290	1.75	7,508
Conc. in Type "A" Island	c.y.	23		25	60.00	1,500

Total 480,132

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet 3 of 3 Sheets

Section Brooks Ferry Rd-Pac. Hwy. E. Unit
Highway Hillsboro-Silverton County Marion Prefix
Length Designer Henry Draftsman Date Jan. 28, 1972

~~Grading and Surfacing~~ Items
Drainage

Item	Unit	Net	10% Allow	Gross	Price	Amount
8" Perf. Pipe	Lin.ft.	1800		1980	3.30	6534
8" Sew. Pipe		454		499	3.50	1,741
12" Sew. Pipe		1728		1901	5.00	9,505
15" Sew. Pipe		777		855	6.00	5,130
18" Sew. Pipe		318		350	8.00	2,800
24" Sew. Pipe		—				
12" Culvert		902		992	4.40	4,365
60" Sew. Pipe		84		92	50.00	4,600
66" Sew. Pipe		138		152	56.00	8,512
60" Culvert Pipe		186		205	42.00	8,610
96" Culvert Pipe	Lin.ft.	184		202	80.00	16,160
Inlet, Type CG-1/Basin & Special Grate	ea.	14		15	23000	3,450
Inlet, Type G-2M	ea.	2		2	200.00	400
Manhole	ea.	8		9	400.00	3,600
Spec. Manhole	ea.	1		1	1500.	1500
Ft. Exc.	c.y.	3,319		3651	5.00	18,255
Dit. Exc.	c.y.	2,113		2,324	3.00	6,972
Spec. Filter Mat'l. in Drains	c.y.	380		418	10.00	4,180
Conc. in RCBC	c.y.	215		236	125.	29,500
Reinf.	lb.	27,850		30,635	0.18	5,514
Conc. in 96" Culv. Wing Wall	c.y.	16.5		18	150.	2,700
Reinf.	lb.	1245		1370	0.25	343
18" Arch Culv.	Lin.ft.	388		427	6.20	2,647

Total 147,024

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
February 10, 1972

To: Mr. F. B. Klaboe
Deputy State Highway Engineer

BUILDING

SUBJECT: Supplemental Construction-Finance Agree.
Boones Ferry Rd.-Pacific Hwy. E. Sect.
Hillsboro-Silverton Hwy. No. 140
Marion County & City of Woodburn

(original agreement 11/24/70)

Herewith is a revised letter draft to the Highway Commission for their consideration at the February 22 meeting.

Per our conversation, the latest estimate of costs has been obtained (copy attached), which was compiled on January 28, 1972, without right-of-way costs included. Right-of-way costs obtained February 9, 1972 reveal approximately $165,000.

The cost of over-all project is now estimated at approximately $1,320,000, with financing to be shared 80% State ($1,056,000) and 20% City and County ($264,000).

The original approval of Highway Commission and as carried on schedule is $1,030,000. Therefore, the additional cost may need Commission approval.

H. S. Cox
County and City Engineer

By

D N Harwell

D. N. Harwell
Assistant Engineer

DNH:ljt
Att.

cc: R. L. Schroeder

RECEIVED
FEB 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

UTILITY UNIT
FEB 10 1972

OREGON STATE HIGHWAY DIVISION

7777

HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-6511 97310

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

February 8, 1972

Re: Woodburn Undercrossing
Boones Ferry Road-Pacific
Highway East Section
Hillsboro-Silverton Highway
Marion County
Your File: 911429/322
0-0-70-12

Gentlemen:

Your letter dated October 14, 1971, to the attention of Mr. Walter J. Hart, has been referred to me for reply. I will respond to each of the numbered paragraphs as they appear in your letter.

1. The State will construct a single track structure under this contract. However, if the Railroad ever builds a second track through this area, we will recommend to the Highway Commission that the cost of a suitable structure to accommodate your additional facilities be borne by the State.

2. The existing 60-inch culvert will be extended through the shoofly to handle drainage during construction. The 96-inch culvert will be installed through the shoofly only if the shoofly fill is not removed. The final disposition of the shoofly will be determined by the terms of the right of way settlement for the property it will occupy. The details of this installation will be shown on the grading plans. I understand the location of the 36-inch sanitary sewer is now being revised by the Consulting Engineer, and he will handle the crossing of your tracks directly with you.

3. We will make appropriate revisions in our design to increase the height of the hand rail on the structure to 3 feet 6 inches as you request.

4. The details of the shoofly will be shown on the grading plans, and these will be submitted to you as soon as they are available. The shoofly will be constructed on an embankment composed of common materials native to the area, compacted to your specifications.

NOTED
F. B. KLABOE

Form E-123

We are in the process of finalizing our design for this project. As soon as preliminary plans are available, I will arrange a meeting at which the various details of construction can be discussed.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: Southern Pacific Transportation Company
San Francisco - Attn: Mr. T. H. Kruttschnitt, Jr.

F. B. Klaboe w/copy of SPTC letter
W. J. Hart "
F. L. Hall "
L. H. Young "
J. B. Boyd "
B. D. Johnson "
F. W. Sugnet "

RECEIVED
FEB 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

S-2660-B

Southern Pacific Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BADLER
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

October 14, 1971

IN REPLY PLEASE REFER TO
911429/322
0-0-70-12

Mr. R. L. Porter
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. Walter J. Hurt
Administrative Bridge Engineer

Dear Sir:

Referring to your letter October 6, regarding Woodburn Underpassing of Sth. Pacific Hwy No.-Pacific Highway West Section of the Hillsboro to Silverton Highway, Bridge No. 1379, Marion County.

Herewith four sets of prints transmitted with your letter, for the following corrections:

1) Drawing No. 27033 sheet 2 of 2 shows only a single track structure. Our previous correspondence has indicated that we require a two track structure for railroad facilities.

2) Drawing No. 27033 and No. 26976 do not show type of facility to be installed to handle drainage through Mill Creek on the temporary shoofly . We have advised that it is our intent to cooperate with the State and City of Woodburn to install a 96 in. culvert adjacent to the existing 60 in. culvert beneath main line during the time that shoofly is being used. It has always been our contention that this should be included in the drawings and with this project. The 96 in. pipe itself will be installed by railroad personnel; however, this should be shown on your plans.

3) Drawing No. 27033 shows a box girder section with the handrail height of 3 ft. 0 in. This height must be 3 ft. 6 in. to meet our standards.

4) Drawings do not show the detail as to type of fill or structure that is to be used on shoofly.

We would prefer having all details complete before we submit drawings to our Chief Engineer for final approval.

Yours truly,

(Signed)
O. W. KILDORN

Attch.

cc: Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Routing

Morgan
Decker
Bond
Peaco
Swan
Glen
Litchfield
Gallagher
Stein

RECEIVED
OCT 18 1971
CONSTRUCTION
DIVISION

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FEB 25 1972
FOR FILING

7777

February 3, 1972

Mr. Vincent A. Gallo
Superintendent
Woodburn Public Schools
School District No. 103C
965 N. Boones Ferry Road
Woodburn, Oregon 97071

241

Dear Mr. Gallo:

Re: Visual Screen-Woodburn
High School
Boones Ferry Road-Pacific
Highway East Section
Hillsboro-Silverton Highway
Marion County

As requested in your January 11 letter, we have investigated a planting which will act as a visual barrier without creating places for students to hide and which will require a minimum of maintenance.

It would appear that these two criteria would limit the choice to a strip planting of arborvitae. This would require the use of approximately a 4 foot wide strip of property back of the sidewalk.

If you feel that this will accomplish what you want, please advise me and we will plan accordingly.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

ADO:jh jf

bc: George M. Baldwin
Tom Edwards
F. B. Klaboe
Frank Hall
J. B. Boyd

RECEIVED
JAN 26 1972
FOR FILING

37771

B. Up
2-15-72
re landscape
design complete

January 25, 1972

Mr. Edward A. Gallo, Superintendent
Woodburn Public Schools
965 N. Boones Ferry Road
Woodburn, Oregon 97071

297

Dear Mr. Gallo:

This is in reply to your letter of January 11 concerning traffic signals and landscaping at the intersection of the Hillsboro-Silverton Highway and Boones Ferry Road in Woodburn.

Attached is a sketch showing the proposed operation of the traffic signals at this intersection. Also attached is a traffic flow diagram showing the anticipated traffic flow.

Normally, at an intersection such as this, the third signal phase would provide protected left-turn movements for drivers entering the intersection from the east and west. However, at this intersection these left-turn volumes will be relatively low while the south to west movement will be very heavy. For this reason, we propose to use the signal phasing shown on the sketch.

Our Design Section is working on a plan for a shrub barrier that would require minimum maintenance. When the design is completed, we will contact you on this matter.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

Attachments
bc: George M. Baldwin
Tom Edwards
F. B. Klaboe
R. L. Schroeder
L. E. George
Frank Hall
J. B. Boyd

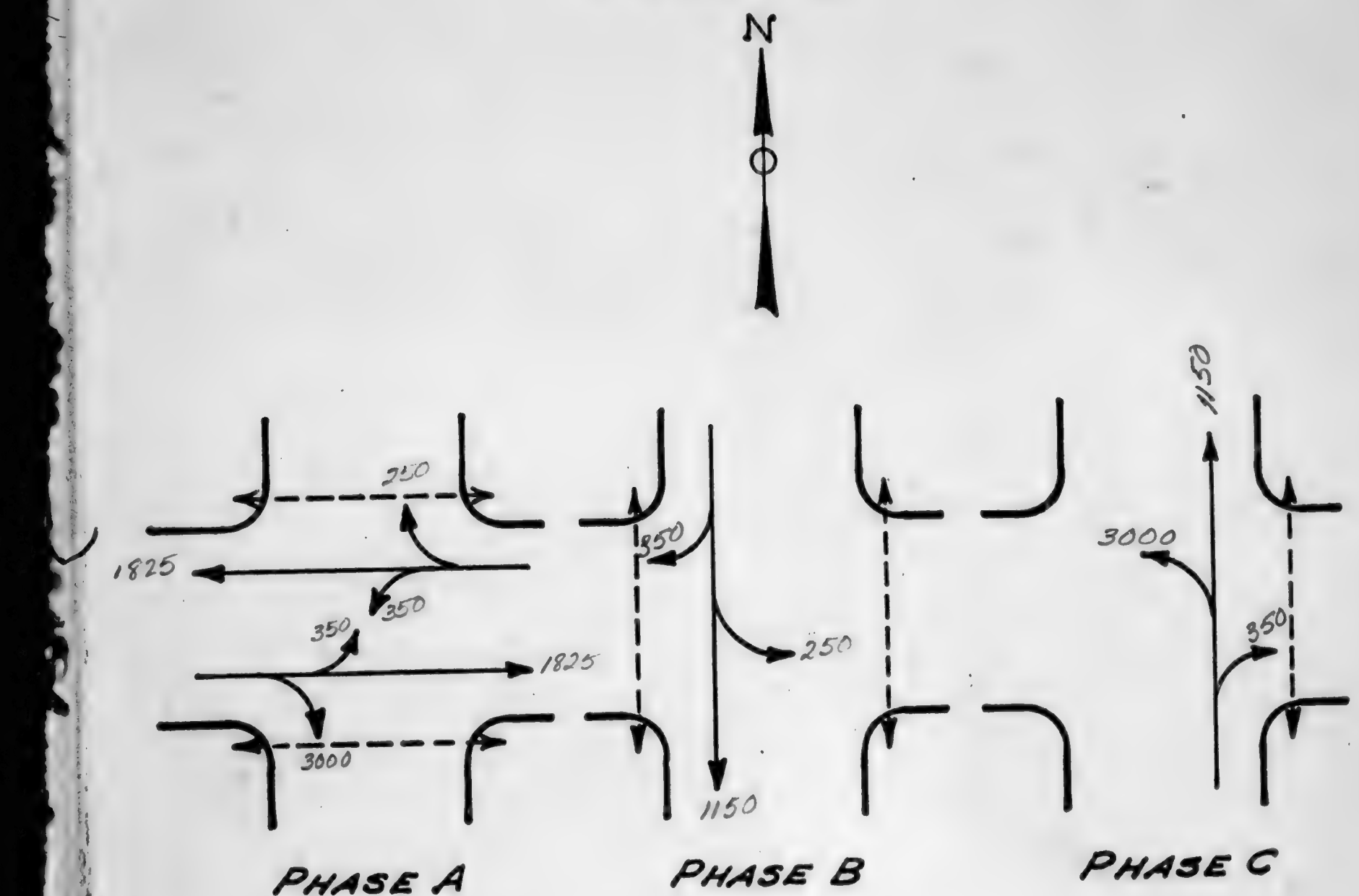
VPJ:pb jf

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
January, 1972

PROPOSED TRAFFIC SIGNAL PHASING

Hillsboro — Silverton Hwy. at Boones Ferry Rd.

WOODBURN



——→ Permitted Vehicle Movements.

←- - - → Permitted Pedestrian Movements.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE August 14, 1970

DAY OF WEEK _____

ACTUAL COUNT (VEH) _____ HRS.

HOURS COUNTED _____

PEDESTRIAN COUNT _____ HRS.

HOURS COUNTED _____

WEATHER _____

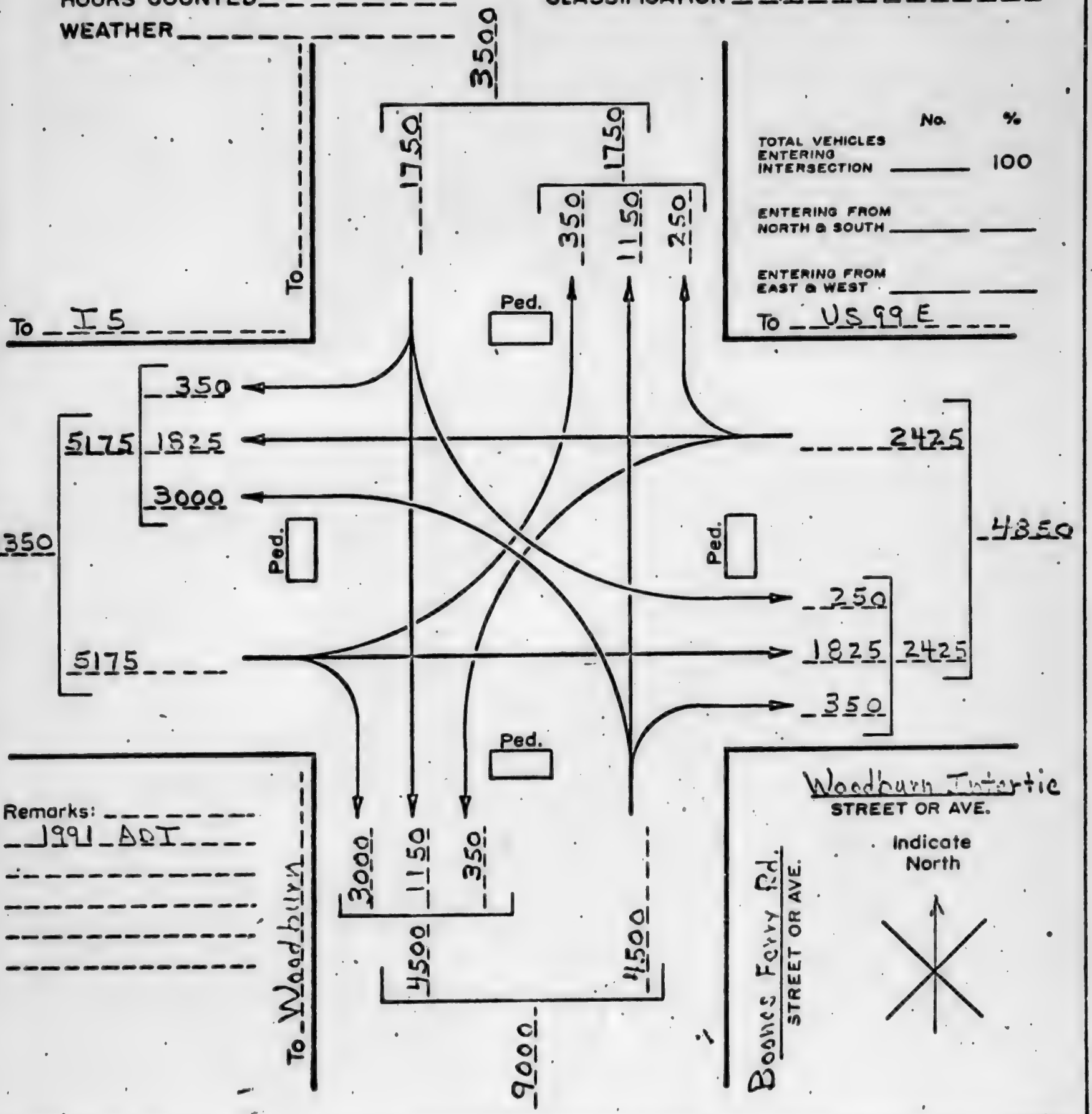
CITY OF Woodburn

INTERSECTION OF Woodburn Intertie AND Boones Ferry Road

STATION NO. _____

CODE NO. _____

CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	_____	100
ENTERING FROM NORTH & SOUTH	_____	_____
ENTERING FROM EAST & WEST	_____	_____

To US 99 E

Remarks:

1991 ADT

12-69

RECEIVED
JAN 26 1972
FOR FILING

7771

January 24, 1972

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Woodburn for installation of traffic signals at the intersection of the Hillsboro-Silverton Highway and Boones Ferry Road.

By terms of the agreement, the State will be responsible for installation of the signals, the costs involved, and future maintenance. The City will be responsible for the cost of power consumption. The estimated cost of the installation is $25,000, and it is proposed that the work be done as a part of the construction of the Boones Ferry Road-Pacific Highway East Section (Woodburn Intertie) of the Hillsboro-Silverton Highway.

Notice of this proposed action has been published in the Secretary of State's Administrative Rules Bulletin and no remonstrances have been received as a result of the publication.

I recommend approval of the agreement and authorization for the Secretary to sign it on your behalf.

This matter will be on the agenda for your consideration at the meeting of February 22.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

VPJ:njc ia

bc Floyd Query
George M. Baldwin
F. B. Klaboe
Gary Sund
Gary Ross
E. S. Hunter
R. L. Schroeder
L. E. George
V. E. Skoog
R. N. Bothman
H. S. Cox
J. B. Boyd

Directors:
Clarence Smith, Chairman
Dan Brown
Pauline Neal
Neal Reiling
Robert Wells

WOODBURN PUBLIC SCHOOLS

SCHOOL DISTRICT NO. 103C

965 N. Boones Ferry Road
Woodburn, Oregon 97071
Phone 981-9555

Vincent A. Gallo
Superintendent

Charles Campbell
Asst. Superintendent

Marie Kocher
Business Manager

January 11, 1972

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Reference is made to your letter of December 22nd concerning the proposed highway construction adjacent to the Woodburn High School.

At a meeting held on February 10th, the School Board again requested that I write to you. Our concern is about the traffic light at the intersection of Highway 214 and Boones Ferry Road. It is our belief that a traffic signal will be provided, but we are still not clear as to the type of signal that will be installed. It is very important that a five-way signal be installed at this intersection. We will not be satisfied until this kind of decision is achieved. If the plans call for a five-way light, I wish that you would put it in writing and send it to me so that I may share this information with the Board.

In regard to planting or shrubbery, we are interested in a kind of visual barrier only. We have given up on the noise barrier notion after rejecting the berm. The question that now arises is, how are we going to beautify the strip without creating places for students to hide and extra work for our maintenance crews. We are thinking in terms of a type of visual barrier that will not create the two above factors mentioned. I await your response.

Sincerely,

Vincent A Gallo

Vincent A. Gallo
Superintendent

VAG/sj

cc: School Board

RECEIVED
JAN 14 1972'
ENGINEERING

RECEIVED
JAN 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 23 1971
FOR FILING
7777

December 22, 1971

Mr. Vincent A. Gallo
Superintendent
Woodburn Public Schools
965 North Boones Ferry Road
Woodburn, OR 97071

Dear Mr. Gallo:

Re: Woodburn High School
Boones Ferry Road-Pacific Highway
East Section
Hillsboro-Silverton Highway

Reference is made to your November 15 letter to Mr. Wimer concerning the proposed highway construction adjacent to the Woodburn High School.

In answer to your questions, a signal for the intersection of Highway 214 and Boones Ferry Road will be included in the contract. As to the sound berm, our offer to provide material for the berm was based on excess excavation available from the project which could be hauled and placed at little, if any, expense to the State. This was to be included as part of the project if the School believed that such a facility were desirable, and they would provide the land necessary to build the berm and would provide the necessary planting, sidewalk or driveway revisions at their expense.

Use of planting or shrubbery as you suggest would have marginal value as a noise attenuator. It would provide a visual screen and some psychological benefit relative to noise, but could not be considered a substitute for an earth berm.

It does not appear that the proposed change in traffic pattern would materially alter the existing sound problems at the school and it may be that you may prefer a screen planting instead of the earth berm. If this is the case, we will require approximately 15 feet back of the sidewalk for the planting area; a landscape planting would then be provided which would act as a visual screen. Relocation of sidewalks or driveways is not anticipated under this plan.

If you agree to this concept and are able to furnish the necessary land and perform the other work indicated above, please let us know.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

ADO:jh 1a

bc R. L. Porter
Tom Edwards
F. L. Hall
J. B. Boyd

124-1439

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 22, 1971

To: Adrian Olson
DESIGN

SUBJECT: Sound Barrier
Woodburn High School
Boones Ferry Road-Pacific Hwy E
Hillsboro-Silverton Hwy

Attached is a November 15, 1971 letter from Woodburn Public Schools Superintendent Vincent A. Gallo, saying that the Board of Directors of District 1037 do not want a berm. He inquires if the Highway Division would participate in a shrubbery noise deflector also if a five-way traffic signal will be installed at the adjoining intersection.

Also attached are L. E. George's October 19, 1971 letter concerning the traffic signal and a draft of a suggested reply.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW/km

cc Lowell Stratton
Frank Hall
Bruce Boyd

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
NOV 26 1971
DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

BP 52478-734

124-1439

WOODBURN PUBLIC SCHOOLS

SCHOOL DISTRICT NO. 103C

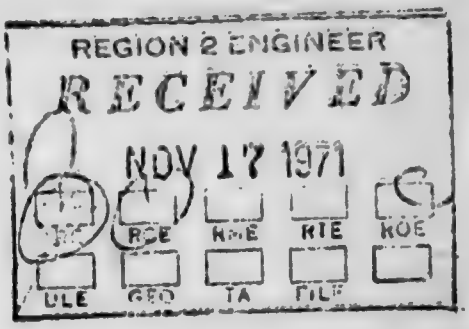
965 N. Boones Ferry Road
Woodburn, Oregon 97071
Phone 981-9555

Directors:
Clarence Smith, Chairman
Dan Brown
Pauline Neal
Neal Reiling
Robert Wells

Vincent A. Gallo
Superintendent

Charles Campbell
Asst. Superintendent

Marie Kocher
Business Manager



November 15, 1971

Mr. Gerald Wimer
Regional Construction Engineer
Oregon State Highway Division
East Salem Highway Building
Salem, Oregon 97310

Dear Mr. Wimer:

At the last regular meeting of the Board of Directors, Mr. Smith, the Chairman, authorized the Superintendent to write this correspondence. It was agreed that the Woodburn School District was opposed to the construction of a berm per se.

Instead, the Board is interested in another type of noise deflector that might take the form of plants and/or shrubbery. The Board asks further if the Highway Division would not defray costs of such a noise barrier since the costs of the intended berm would be nullified.

The Board further discussed the urgency of a five-way traffic signal at the intersection of Highway 214 and Boones Ferry Road.

If you have further questions concerning this correspondence, please feel free to call.

Sincerely,

Vincent A. Gallo
Superintendent

VAG/sj

cc: School Board Members (5)

RECEIVED
MAR 1 - 1972
FOR FILING
FORM E-30 (12-67)

2777

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

February 2, 1972
Salem, Oregon

SUBJECT: Boones Ferry Rd.-Pacific Highway
East Section
Hillsboro-Silverton Highway
Marion County

To: Mr. F. B. Klaboe
Deputy State Highway Engineer

B U I L D I N G

Following instructions from you to reduce the cost of the subject project the storm sewer was revised and the design of the structures changed.

The present estimate for the grading and surfacing is $846,547. The estimate for the two structures is $307,000 for a total estimate of $1,153,547. This represents a reduction of $195,000 from the previous estimate.

2070 R/W

Frank L. Hall
Design Engineer
By:

Frank E. Terpin

Frank E. Terpin
Final Design Engineer

FET:jh
cc: W. J. Hart

NOTED
E. S. HUNTER

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FEB 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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JAN 17 1972
FOR FILING

2777

January 13, 1972
Salem, Oregon

Mr. Frank Hall
Design Engineer

D I V I S I O N

It has been decided that since the Federal Highway Administration will not participate in four-laning the Woodburn Interchange overcrossing structure, the plans should be revised to two-lanes.

No other funds will be used for four-laning the roadway or the structure at this time.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: F. B. Klaboe
L. H. Young

RECEIVED

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

7777

Section: Boones Ferry Rd.-Pacific Hwy. East
Highway: Hillsboro-Silverton (FAR 102)
County: Marion
Prefix: 124-1439

Res. Engr. B. D. Johnson
Approx. Length 1.4± miles
Sta. M.P. 37.9± to Sta. M.P. 39.3±
Date 1-11-72

Mean Truck A.D.T. 384
Traffic Coefficient 8.7
18 kip s. a. per day 99.4

Annual Precipitation 37"+ (Aurora)
Frost Penetration - - - -
CBE Total Requirement 29.5"

(1)

Typical Soil

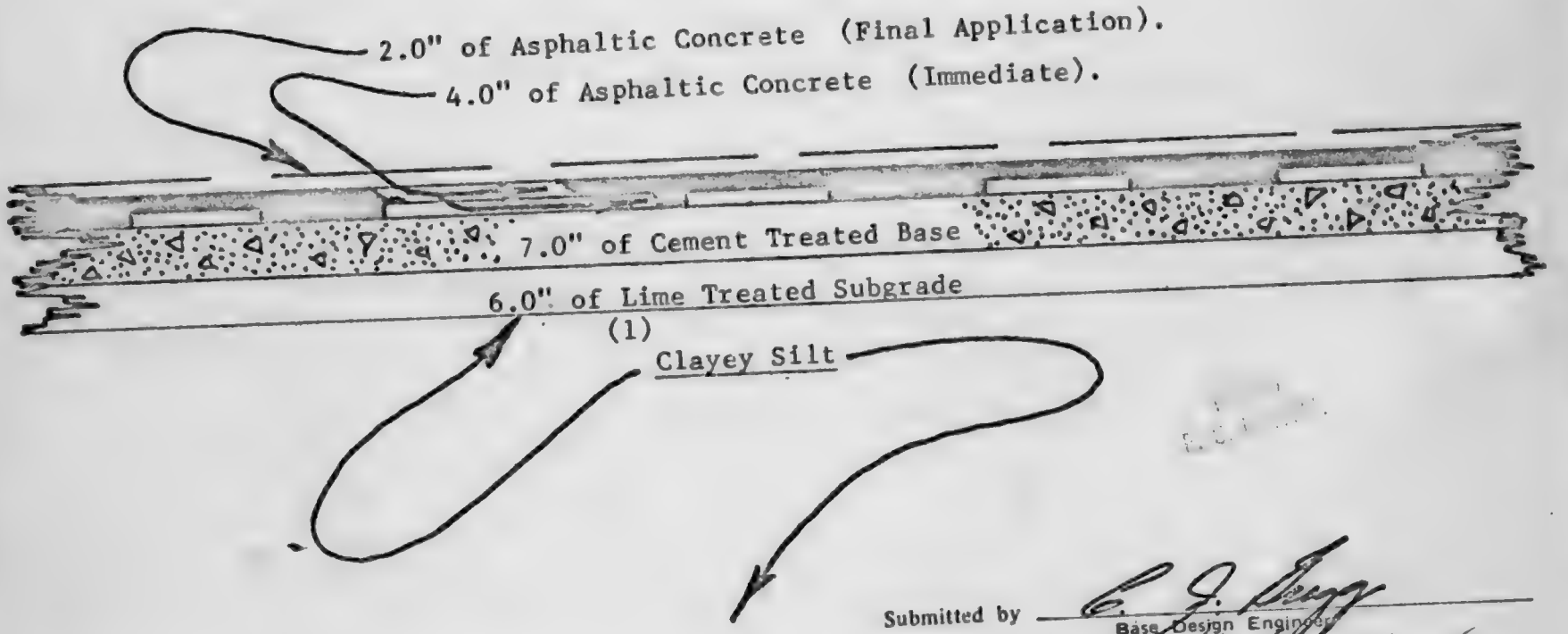
31 LL
8 PI
100 %P 10
83 %P 200
0 % Gravel
4 % C Sand
13 % F Sand
62 % Silt
21 % Clay
5 R Value
A-4 AASHO Classif.

Materials Source:

To be determined
by the Engineer.

Credit	*Actual Thick.*	*Componen:*
4.0"	2.0"	A.C. (F.A.)
8.0"	4.0"	A.C. (I.)
12.5"	7.0"	C.T.B.
5.0"	6.0"	L.T.S.
29.5"	19.0"	

STRUCTURAL SECTION


2.0" of Asphaltic Concrete (Final Application).
4.0" of Asphaltic Concrete (Immediate).
7.0" of Cement Treated Base
6.0" of Lime Treated Subgrade
(1)
Clayey Silt

Submitted by C. J. Berg
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Location Engineer

Approved by
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

SECTION: Boones Ferry Rd.-Pacific Hwy. East

HIGHWAY: Hillsboro-Silverton (FAR 102)

COUNTY: Marion

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	CTB	3/4"-0 *Aggregate Base*	*Aggregate Base*	LTS	*"CBE" Total Requirement*	*Actual Thickness*
7.0 - 8.0	3.5"	4.0"	---	6.5"	6.0"	25.5"	20.0"
6.0 - 7.0	3.0"	---	2.0"	9.0"	6.0"	22.0"	20.0"
4.8 - 6.0	2.0"	---	2.0"	7.5"	6.0"	18.5"	17.5"
Cars Only	2.0"	---	2.0"	2.5"	6.0"	13.5"	12.5"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8"	Aggregate Base
1.0"	Cement Treated Base	= 1.8"	Aggregate Base
1.0"	Oil Mat	= 1.1"	Aggregate Base
1.0"	Aggregate Subbase	= 0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	= 0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Boones Ferry Road-Pacific Hwy. East

HIGHWAY: Hillsboro-Silverton (FAR 102)

COUNTY: Marion

2400 Present ADT (19 72)

10 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	135	2.2	297	216	450	97,200
3	50	2.2	110	80	1000	80,000
4	5	2.2	11	8	1250	10,000
5	50	2.2	110	80	3180	254,400
6	---	---	---	---	2570	- - - -
				384	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 441,600

TWENTY YEAR EWL 8,832,000

TRAFFIC COEFFICIENT 8.7

SECTION: Boones Ferry Road-Pacific Hwy. East

HIGHWAY: Hillsboro-Silverton (FAR 102)

COUNTY: Marion

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made. See Remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil, A. C. and P.C.C.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

Traffic does not warrant the use of C.R.P.C.C.

RECEIVED
JAN 7 1972
FOR FILING

bc: Tom Edwards
F. B. Klaboe
R. L. Schroeder
L. H. Young
F. L. Hall
Victor Wolfe
C. T. Keasey
J. B. Boyd, w/att.

OREGON STATE HIGHWAY DIVISION

7777

HIGHWAY BUILDING • SALEM, OREGON • 97310

Board of Commissioners
Marion County Courthouse
Salem, Oregon 97301

Attn: Mr. John Anderson, Director
Department of Public Works

Woodburn City Council
City Hall
Woodburn, Oregon 97071

Attn: Mr. Arthur R. Johnson
City Manager

Gentlemen:

Enclosed herewith for your consideration are five copies of a proposed supplemental agreement covering construction details and future jurisdictional responsibilities along the route of the Boones Ferry Road-Pacific Highway East Section (Woodburn Bypass) of the Hillsboro-Silverton Highway.

The original agreement between State, County and City, dated November 24, 1970, shall remain in full force and effect, especially as it relates to the method of financing the project.

MARION COUNTY

Please study the contents of the proposal and, if found acceptable to you, present it to the Board of Commissioners with your recommendation of approval. Request the Board to sign four copies, have the County Clerk attest, affix the County Seal and forward the four signed copies to the City of Woodburn for further action.

CITY OF WOODBURN

Please consider the provisions contained in the proposed agreement and, if you approve, present it to the City Council for their consideration. The Council should be requested to adopt a resolution authorizing the Mayor and Recorder to sign four copies of the agreement. Forward four signed copies of the agreement and resolution to this office for presentation to the Highway Commission. Following certification by the Highway Commission Secretary, fully executed copies will be returned for County and City files.

(more)

NOTED
TOM EDWARDS

If we can be of any assistance whatever, please feel free to call.

Very truly yours,

Tom Edwards
State Highway Engineer

By

H. S. Cox

H. S. Cox
County and City Engineer

MCH:ljt

1/5/72

RECEIVED
JAN 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 3 - 1972
FOR FILING

G. M. B.

OREGON STATE
HIGHWAY DIVISION

7777

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 28, 1971

Hon. Clay Myers
Secretary of State
121 State Capitol
Salem, Oregon 97310

Attention: Ione Hanson

Dear Mr. Myers:

Please publish in the January 15, 1972, issue of your Administrative Rules Bulletin the attached Notice of the proposed adoption of a rule concerning the installation of traffic control signals at the intersection of the Hillsboro-Silverton Highway and Boones Ferry Road in Woodburn. Also publish Exhibit A which is attached to the Notice.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn
Att.
cc George M. Baldwin
R. L. Porter
Tom Edwards
L. P. Shaw
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. B. Sipprell
L. I. Lindas
F. B. Crandall
Gary Sund

RECEIVED
DEC 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

NOTICE OF A PROPOSED RULE
CONCERNING INSTALLATION OF TRAFFIC CONTROL SIGNALS
AT INTERSECTION OF HILLSBORO-SILVERTON HIGHWAY
AND BOONES FERRY ROAD IN WOODBURN
MARION COUNTY

1. The Oregon State Highway Commission proposes to adopt the Rule set forth in Exhibit A attached hereto with respect to the installation of traffic control signals at the intersection of Hillsboro-Silverton Highway and Boones Ferry Road in Woodburn, Marion County.

2. Interested persons may submit written data, views or arguments to George M. Baldwin, State Highway Administrator, State Highway Building, Salem, Oregon 97310, on or before the 7th day of February, 1972.

3. Interested persons desiring to express or submit data, views, or arguments at a public hearing must make a request for such a hearing to George M. Baldwin, State Highway Administrator, on or before February 7, 1972. In the event 25 or more persons request a public hearing, a public hearing will be scheduled for a later date. The time, date and place of the public hearing will be circulated and published in newspapers of general circulation.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

EXHIBIT A

The Oregon State Highway Commission proposes to install traffic control signals at the intersection of the Hillsboro-Silverton Highway and Boones Ferry Road in Woodburn, Marion County.

RECEIVED
DEC 21 1971

FOR FILING

7727

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
December 21, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

SUBJECT: Supplemental Agreement Draft
Boones Ferry Road-Pac. Hwy. E. Sect.
Hillsboro-Silverton Hwy. No. 140
Marion County and City of Woodburn
(original agreement 11/24/70)

Attached hereto for your consideration is a suggested draft of a supplemental agreement covering construction details for the Woodburn Bypass. This agreement is necessary to clarify future maintenance responsibilities.

The project is scheduled for contract at the May 25 bid opening. The total estimated cost is $1,317,200 with basic financing to be on the basis of 80% State - 20% County/City. The city has requested that we install approximately 1,000 feet of sanitary sewer as a part of the project with the city paying all costs (page 3, General Provisions 1). The shares may be summarized as follows: State 80% ($1,029,760) County-City 20% ($257,440), plus City only ($30,000 for sewer).

Please study the contents and, if acceptable to you, forward to the Design Section for their review, comment, and return to this office for preparation in final form.

Mainor C. Holmes

Mainor C. Holmes
Office Engineer
County and City Section

MCH:ljt

Att.

12-22-71
Hall

RECEIVED
DEC 21 1971

RECEIVED
DEC 3 1 1971
FOR FILING

7777

4c
11-24-71

November 30, 1971

Hon. Walt Lawson
Mayor
City Hall
Woodburn, Oregon 97071

Dear Mayor Lawson:

Some time ago the City of Woodburn proposed the establishment of a one-way couplet in the City for the Hillsboro-Silverton Highway.

This matter was considered by the Highway Commission at their meeting November 24, 1971. The Commission approved an interim routing for a one-way couplet between the intersection of Boones Ferry Road and Harrison Street and the intersection of Front Street and Garfield Street pending construction of the new bypass route. The routing is shown on the attached map.

The action was taken with the understanding that the additional mileage is not to be placed on the State Highway system.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:dr
Attachment

cc R. L. Porter
Tom Edwards
F. B. Klaboe
Gary L. Sund
F. B. Crandall
H. S. Cox
J. B. Boyd

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 10, 1971

AGENDA
NOV 2 4 1971
4 c

Oregon State Highway Commission

Gentlemen:

The City of Woodburn (approximately 18 months ago) made a proposal to the Highway Commission to establish a one-way couplet for the Hillsboro-Silverton Highway. They were advised at that time that we had no objection to such a plan but due to the imminence of the Woodburn Bypass the additional mileage would not be placed on the state highway system.

As a housekeeping matter, however, it is necessary that the Commission concur in the interim routing as shown on the attached map, Exhibit "A", which establishes a one-way couplet between the intersection of Boones Ferry Road and Harrison Street and the intersection of Front Street and Garfield Street.

This matter will be on the agenda for your consideration at the November 24 meeting. We recommend your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

Attachment

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Gary L. Sund
F. B. Crandall
H. S. Cox
J. B. Boyd

NOTED
C. W. HEAD

T5S R1W & R2W W.M.

WOODBURN

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 6,550

Scale in Feet

Revised January 1969

SHEET ARRANGEMENT

SHEET 2 OF 2 SHEETS

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

Future Location Hwy. #140

Relocated Young Street

Existing routing of Hwy #140

" " " " (Local street system)

11-17-71

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Actual costs to be split
80% State - 20% City Co

Est const R/W 10/16/70 $1,200,000
(1,000,000 const 200,000 R/W).

Est 10/15/71 (const only)
Single track $1,210,748
Double track 1,315,748

Est 10/15/71 (RW) $235,000

Totals 1210748
235
$1,445,748

1200
for single track 245 000 over

1315,000
235
$1,550,000

12
for double track 350,000 over

NOTED
F. B. KLABOE

11-17-71

Uxing of SP&E (Woodburn)
Br. 13479

Stage constr & Relocation of
Shoofly length estimates.

I Shoofly clear of constr area:

Tracks & ballast	$ 34,400
Embankment (17000 @ 1.00)	17,000
60" pipe	8,400
Temp Easement	1,300
	$61,100

NOTED
F. B. KLABOE

II Stage constr (short shoofly - 900')
20' between ℄ of tracks required
Railroad would require ℄ track - ℄ shoring be 10'

Shoring	$ 15,000
Add'l Abt length	16,000
Shoofly	$ 18,000
	$49,000
	20,000 *
	$69,000

* This is an approximate figure for contractor's inconvenience, higher insurance costs, etc. The lowest structure cost would be for PLAN I where entire structure could be built at one time.

LLN

OREGON STATE HIGHWAY DEPARTME...
QUANTITY SUMMARY & COST ESTIMATE

PRELIMINARY COPY
NOV 6 1971
SUBJECT TO CHANGE
FINAL DESIGN UNIT

Sheet ~~No.~~ of Sheets

Location Boones Ferry Rd. - Pac. Highway E. Unit
Highway Hillsboro - Silverton County Marion Prefix
Length Designer Draftsman Date 10-15-71
Signed Title

Grading & Drainage Without Curbs $ 186,025

Surfacing $ 410,405

Extra Work

Flagging	$ 5,000
Striping	300
Seeding & Mulching	1,600
Traffic Signals	
Boones Ferry Rd	20,000
Pac. Hwy. East	15,000
R.R. Tracks, Ties & Ballast	34,400
Erosion Control	2,000

Total Extra Work $ 78,305

TOTAL $ 674,790

+ 20% Engineering and Contingencies $ 134,958

Structures

	Existing Track Only	Existing Track + Future Track	Double Track
R.R. Structure	$ 190,000	253,000	295,000
Front St. Structure	~~486,000~~ 211,000		
Tracks + Ballast	- 22,000		
	464,000		
	401,000	464,000	506,000

Total Structures ~~$ 486,000~~

Right of Way $

Total Estimated Cost 1,210,748 1,273,748 1,315,748 ~~$ 1,295,948~~

— 61,100
+ 69,000

Cost of Double Track w/o changes 1,323,648

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet ____ of ____ Sheets

Boones Ferry Rd - Pac. Highway E. Unit Without Curbs
Hillsboro - Silverton County Marion Prefix
Designer ____ Draftsman ____ Date 10-15-71

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Furnish Field Lab Bldg.	each	1		1	1,000.00	1,000.00
Clearing & Grubbing	All					5,000.00
Removal of Obstructions	All					8,000.00
General Excavation	Cu.Yd.	106,055	10,605	116,660	0.70	81,662.00
Lime Treated Subgrade	Sq.Yd	44,906	2244	47,150	0.40	18,860.00
Lime For Treated Subgr.	Ton	505	25	530	32.00	16,960.00
Plant Mix Bit. Base	Ton	16,708	832	17,540	6.25	109,625.00
Asph. in Mix	Ton	919	46	965	36.00	34,740.00
Asph. Conc. Cl. "B" Mix	Ton	9,866	494	13,360	6.25	83,500.00
Asph. in Mix	Ton	641	32	673	36.00	24,228.00
Asph. in Tack Coat	Ton	4	1	5	100.00	500.00
Aggregate Shldr. Mat.	Ton	2,564	126	2,690	3.50	9,415.00
Watering	M-Gal.	1,590	160	1,750	3.00	5,250.00
Cl. "A" Conc. in Curbs	Cu.Yd.	166	17	183	55.00	10,065.00
Extra for Approaches	each	29	3	32	50.00	1,600.00

Total 410,405

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Barnes Ferry Rd - Pacific Hwy Unit E
Highway Hillsboro - Silverton County Marion Prefix
Length ____ Designer Henry Draftsman ____ Date Oct. 11

Grading and Surfacing Items Drainage without curb

Item	Unit	Net	10% Allow	Gross	Price	Amount
8" Perf. Pipe	Lin.ft.	1800	180	1980	3.00	6,540.00
8" Sewer		326	34	360	3.50	1,260.00
12" Sewer		342	38	380	5.00	1,900.00
15" Sewer		—				
18" Sewer		192	18	210	8.00	1,680.00
21" Sewer		—				
24" Sewer		3140	316	3456	12.00	41,400.00
12" Culvert		902	98	1000	4.40	4,400.00
60" Sewer		84	8	92	50.00	4,600.00
66" Sewer		138	12	150	59.00	[illegible]
60" CMP		186	14	200	42.00	[illegible]
96" CMP	Lin.ft.	198	20	218	198.00	[illegible]
Inlet, Type GB-1	ea.	14	1	15	180.00	2,700.00
Inlet, Type G 2-M	ea.	2	0	2	200.00	400.00
Manhole 8-15, 3-10, 11-(8-5)	ea.	14	1	15	350.00	5,250.00
Tr. Exc.	c.y.	8311	839	9150	4.00	36,600.00
Dit. Exc.	c.y.	2113	217	2330	3.00	6,990.00
Special Filter Matl		—				
in Drains	c.y.	380	40	420	7.50	3,570.00
Conc. in PCBC	c.y.	215	21	236	125.00	29,500.00
Reinf. Steel	lb.	27,850	2780	30630	0.16	4,901.00
18" Arch	Lin.ft.	388	32	420	6.20	2,604.00

Total [illegible]

124-1439

RECEIVED
AUG 11 1970

FOR FILING

Count
R/W
Muni File

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 6, 1970

To: D. J. Barbee
DESIGN ENGINEER
Woodburn

SUBJECT: Location Data
Boones Ferry Rd.-Pacific Hwy. East
Hillsboro-Silverton Highway
Marion County

Herewith the following location data as listed on Resident Engineer Lowell M. Stratton's letter of July 31, 1970.

To Terpin
8-10-70

R. D. Asburry
REGIONAL ENGINEER

by Gerald W. Wimer

Gerald W. Wimer
ASST. REGIONAL ENGINEER

GWW/cg

Attachs.

Routing
Barbee
Hall
A. Olson
Sample
Terpin
Swenson
RECEIVED
AUG 7 1970
DESIGN
DIVISION
Trout
Wills
Hacklenian
Scott
R. Olson
Carstensen
CARSTENSEN

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon
July 31, 1970

To: Mr R. D. Asburry
Regional Engineer

SUBJECT: Location Data
Boones Ferry Rd.-Pacific Hwy East
Hillsboro-Silverton Highway
Marion County
Prefix: 124-1439

Herewith enclosed is the location data on the above project as listed below.

2-Copies	Locating Engineer's Statement
1-Roll	Detail Map (Mylar)
1-Pad	Coordinate sheets
1-Roll	Small scale ownership map
1-Sheet	Vicinity Map (Federal Aid Sheet, Mylar)
1-Sheet	Profile (Federal Aid Sheet, Mylar)
1-Roll	Sketch Map of Railroad Encroachment
1-Roll	Platted cross sections of railroad
1-Roll	"L" Line Profile
1-Roll	"Shelly" Profile
1-Roll	"L" line platted cross sections
1-Roll	Front Avenue and Railroad platted cross section
1-Roll	Front Avenue Detour platted cross sections
1-Roll	Profile and platted cross sections driveways and street connections
1-Roll	Mass Diagram
1-Book	Field Transit Notes
1-Book	Field Level Notes
1-Pad	Earthwork Computation Sheets
1-Pad	Surfacing Calculation Sheets
1-Pad	Trench excavation computations
1-Pad	Miscellaneous computations
1-Folder	Photostats of Deeds
1-Roll	Assessor's Plats
1-Roll	Survey Plats
1-Folder	Final Soils and Geology Report
3-Copies	Quanity Summary and Cost Estimate
3-Copies	Narrative Report of Survey

Routing

Barbee — Trout
Hall — Wills
A. Olson — Hackleman
Sample — Scott
Terpin — R. Olson
Swenson — Carstensen

RECEIVED
AUG 7 1970
DESIGN
DIVISION

Lowell M. Stratton
Lowell M. Stratton
Resident Engineer

NJC/ rgg

Form E-363 (Revised)

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 124-1439 Highway Hillsboro - Silverton Section Boones Ferry Rd.- Pacific Hwy. E.

Highway Class A(2) Date July 28, 1970

Yes	No	N/A*		
			1.	Are the following being submitted?
X				a. Detail Map (~~Hard Copy~~). Mylar
X				b. Small Scale Ownership Map.
		X		c. Abandonment Map.
X				d. Vicinity Maps (PUC and Structures).
X				e. RR Encroachment Maps and Cross Sections.
		X		f. Interchange Layout Sheets.
X				g. Location Profile.
X				h. Located Line Cross Sections.
X				i. Mass Diagram.
X				j. Earthwork and Other Calculations to Support Estimate.
X				k. Field Notes.
X				l. Coordinate Sheets.
X				m. Clearing and Grubbing Chart.
X				n. Report on Bench Mark Recoveries (Form E-369)
				(1) Description of Bench Mark (Form E-185).
				(2) Report on Condition of Bench Mark (Form E-186).
X				o. Photostats of Deeds and Legal Instruments covering Ownerships.
X				p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
	X			q. Property Appraisal and justifications for alternate facilities.
X				r. Preliminary Soils and Material Report. Final Report
		X		s. Statement of Source of Materials and Stockpile Site (Form E-368). Commercial Source
		X		t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
	X			u. Estimate for Movement of Utilities. By Utilities Liaison Engineer
X				v. Quantity Summary.
X				w. Cost Estimate.
X				x. Narrative Report of Survey.
	X		2.	Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed? To be done in Salem
X			3.	Have all required temporary easements been designated as to area, type and duration?
X			4.	Have you taken into consideration the mechanics and properties of the various types of soil encountered?
	X		5.	Have samples of the surfacing materials been submitted for test by the Salem laboratory?
		X	6.	Have you investigated drift conditions (snow and sand)?
	X		7.	Are there slide conditions apparent?
X			8.	Have you been over this project with a Soils representative?
X			9.	Have you been over this project with a R/W representative?
			10.	Has a typical section of the following been platted on the location profile?
X				a. Roadbed Grading, with Surfacing.
		X		b. Retaining Walls.
		X		c. Slope Benching.
		X		d. Hand Placed Slopes.
		X		e. Rip Rap Work.
		X		f. Irrigation Ditches.
X				g. Special Drainage Ditches.
X				h. Channel Changes.
		X		i. Flumes.
X				j. Sidewalks, Curbs and Gutters.
		X		k. Tunnel (Drainage).
	X		11.	Is relocation of a scale site necessary?
	X		12.	Does this project involve construction of a frontage road?
X			13.	Will there be unusual difficulty in handling traffic during construction?
	X		14.	Have all important alignment points been referenced?
X			15.	Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature Leonard M. Stratton
Locating Engineer

Address P.O. Box 272 Woodburn, Oregon 97071

Narrative Report of Survey
Boones Ferry Road (Woodburn) - Pacific Highway East
Hillsboro - Silverton Highway
Marion County
Prefix: 124 - 1439

This is a Report of Survey of the Boones Ferry Road (Woodburn) - Pacific Highway East Section of the Hillsboro - Silverton Highway. The westerly end is at Station L 1112+47.17 P.C. Mile Post 37.75, said point being 0.15 mile west of Boones Ferry Road. The easterly end is the intersection with the relocated centerline of Pacific Highway East, this centerline being 20 feet westerly of the existing Pacific Highway East centerline. The Easterly end is at Station 1195+53.10 = 1968 relocation of the Pacific Highway East at Station 1066+31.21 P.O.T. The alignment starts on a 1° curve right using a normal crown section giving a safe speed of 80+ miles per hour, then a 5° curve left with 500 foot spirals, using a super rate of 0.04 ft./ft. to reduce damage to the adjacent property. This allows a safe speed of 55 miles per hour. These two curves are used to miss the Sanctuary of the Presbyterian Church. Preliminary right of way costs showed this to be the cheaper line due to right of way cost.

This alignment will displace seven families in five houses, one small business and will take one-third of the Grange parking area.

The alignment that would take the Santuary of the church would only take one house, displacing three families, and about two parking spaces from the Grange.

Two parcels of property, one right of Station 1154 - 1158 and the other right of Station 1162 - 1163+30, will be isolated. The first, owned by Milson Inc. is lowland adjacent to St. Lukes Parrish Cemetery containing about 1.04 acres. The second parcel owned by H.& H. Russell contains about 1.1 acres outside of the easement for the sho-fly. In both cases the cost of providing access exceeds the Value of the property.

Then the line crosses an open field curving around the Cemetery on a 5° curve to the right with 500 foot spirals. The line then reverses to a 0° 45' curve to the left to a line 15 feet northerly of the centerline of Mt. Hood Street to the intersection with Pacific Highway East.

The roadbed on the westerly and has been widened to provide right turn lanes, through lanes, and left turn refuge lanes, at the crossing of Boones Ferry Road.

It is recommended that this intersection be signalized due to the amount of traffic at this intersection. Pedestrian signals are also needed as the Woodburn Junior and Senior High Schools are located in the northwest corner of this intersection. If it isn't signalized at this time it should have the electrical conduits installed for use in the future.

Easterly of the Boones Ferry Road intersection, the roadway narrows to 48 feet between curbs for the rest of the survey. This will allow 4 lane traffic in the future by taking off the parking.

There will be an undercrossing of Front Street and the Southern Pacific Railroad.

The intersection with Pacific Highway East should be controlled with traffic signals. Consideration also might be given to changing the intersection to allow for a left turn only lane, a through traffic only lane, and a right turn only lane to Pacific Highway East.

A detour for Front Street is to be constructed to the west, and the section northerly of the relocated highway will be left as a permanent connection to Front Street.

The storm sewer at the westerly end of the project is designed to allow for the future construction to the Woodburn Interchange of I-5.

Type "A" Curb and Gutters have been used through out the project due to the flat grades.

The existing 60" C.M.P. under the railroad and Front Street at Railroad Station 760 is shown to be extended for the sho-fly. This culvert is too small to handle the expected volume of water. The plans call for removing the portion under Front Street and replacing it with 84" C.M.P. The Southern Pacific Railroad may want to enlarge their culvert at this time. The anticipated volume of peak runoff at this point, 430 cfs, should be checked by the Hydraulics Engineer.

All the work in the Mill Creek area will require sub-excavation of the peat material and foundation backfill used. It is recommended that a shot rock material be used for the foundation backfill.

The back slope on the Channel Change between Station 1154+50 and 1155+50 has been modified to avoid obtaining an easement from the Cemetery property.

The Moving and Re-installing of the water pipe at the Cemetery should be included in the negotiation for the right of way.

Construction Phases:

1. Excavate the Mill Creek Channel Change.

2. Install a section of the storm sewer under the Sho-fly area, Station 1161 - 1163, to provide for the drainage of the cut to the east, and install the 84" C.M.P. under the detour.

3. Construct the Sho-fly and the detour for Front Street. It will be necessary to haul 7,300 cubic yards over the existing railroad crossing at Railroad Station 750+90 to complete the Front Street detour embankments.

4. Excavate from Station 1159+50 - 1161, cutting Front Street and the railroad, using the material for the embankment on Front Street.

Boones Ferry Road-(Woodburn)- Pacific East Highway
Hillsboro-Silverton Highway
124-1439

Construction Phases (con't):

5. Install the storm sewer from Station 1157+77 to connect with the section previously laid under the Sho-fly. It will be necessary to pump the cut area east of the Sho-fly until this connection is made. The storm sewer will be used as a discharge for the pumps used to dewater the footings for the structure.

6. Construction of the structures, replacing the Mill Creek culvert under Front Street, and grading, surfacing and paving of the rest of the project can proceed now.

7. The completion of Front Street south of the structure will be the last of the grading, as the structure will have to be completed and traffic put over it, because it is necessary to cover part of the detour with embankment for Front Street. There will be a short period of narrow road for the traffic on Front Street during this final grading.

East of the railroad on Mt. Hood Street the northerly side can be graded, storm sewer laid and P.M.B.B. placed; then traffic moved to the north side and the grading started on the south side.

On the Westerly end the south side is to be graded and P.M.B.B. placed. Then traffic can use this while the Northerly side is completed.

Attention is called to the fact that the excavation area will be wet between Mill Creek and Park Avenue. Perforated drain tile has been provided for the cuts. The material excavated form this area will require drying prior to its placement in embankment areas.

The material excavated from the Channel Changes and the embankment foundation excavation material will not be suitable for use in embankment areas. This material and any surplus excavation material from the project will become the property of the contractor and is to be disposed of in a way that is satisfactory to the construction engineer.

The tentative construction schedule may have to be altered at the preconstruction conference due to weather conditions if the project is let at some time other than the anticipated mid-summer letting.

It is anticipated that the detour and the Sho-fly would be constructed, and the segment of sewer pipe Station 1161 - 1163 installed during the late summer and early fall. This would clear the way to build the Front Street and Railroad Structures during the fall and winter. The major portion of the grading could then proceed the following spring with access from one side of the railroad to the other via the underpass.

The grading was figured without Overhaul as there will be excess material for the contractor to dispose of and thre is a minimum of overhaul on the project. A mass diagram has been submitted.

Lowell M. Stratton
Resident Engineer

LMS/jld

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 4 Sheets

Section BOONES FERRY RD - PACIFIC HWY EAST Unit
Highway HILLSBORO-SILVERTON County MARION Prefix 124-1439
Length 1.57 Designer NJC Draftsman ALB Date 7-23-70

Grading and Surfacing Items

LOWELL M. STRATTON, RES. ENG'R.

Item	Unit	Net	10% Allow	Gross	Price	Amount
1. FURNISH FIELD LAB. BUILDING	EACH	1	—	1	1000 00	1000 00
2. CLEARING & GRUBBING	ALL	ALL		ALL	5000 00	5000 00
3. REMOVAL OF STRUCTURES AND OBSTRUCTIONS	ALL	ALL		ALL	8000 00	8000 00
4 GENERAL EXCAVATION	CU. YD.	87,956	8,794	96,750	0 70	67,725 00
5 DITCH EXCAVATION	CU. YD.	1,989	196	2,185	3 00	6,555 00
6 EMBANKMENT FOUNDATION EXCAVATION	CU. YD.	16,421	1,579	18,000	1 50	27,000 00
7. EMBANKMENT FOUNDATION MATERIAL	CU. YD.	21,347	2,128	23,475	3 25	76,293 75
8 FINISHING ROADBED AND SLOPES	MILE	2.09	—	2.09	1200 00	2,508 00
9 TRENCH EXCAVATION	CU. YD.	9286	929	10,215	3 00	30,645 00
10 SPECIAL FILTER MATERIAL IN. DRAINS	CU. YD	474	46	520	3 50	1,820 00
11 WATERING	M-GAL	145	15	160	3 00	480 00
12 LIME TREATED SUBGRADE	SQ. YD.	63,262	6,313	69,575	0 40	27,830 00
13 LIME FOR TREATED SUBGRADE	TON	712	68	780	32 00	24,960 00
14 PLANT MIX AGGREGATE BASE	TON	1693	167	1860	3 25	6,045 00
15 3/4"-0 MATERIAL IN BASE	TON	1544	156	1700	3 25	5,525 00

Total 291,386 75

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 4 Sheets

Section BOONES FERRY RD - PACIFIC HWY EAST Unit
Highway HILLSBORO - SILVERTON County MARION Prefix 124-1439
Length 1.57 mi. Designer NJC Draftsman ALB Date 7-24-70

Grading and Surfacing Items

LOWELL M. STRATTON, REG. ENG'R.

Item	Unit	Net	10% Allow	Gross	Price	Amount
SUBTOTAL FWRD.						291,386 75
16. ASPHALT IN TACK COAT	TON	2.67	0.33	3.00	100 00	300 00
17. PLANT MIX BIT BASE	TON	20,525	2050	22,575	6 00	135,450 00
18 ASPHALT IN BIT. BASE	TON	1,130	110	1,240	32 00	39,680 00
19 CLASS 'B' ASPHALTIC CONCRETE MIX	TON	11,697	1,153	12,850	6 00	77,100 00
20 ASPHALT CEMENT IN CLASS 'B' MIXTURE	TON	760	75	835	32 00	26,720 00
21. CONC REINFORCED BRIDGE END PANELS	SQ.YD.	89	9	98	20 00	1,960 00
22 8" SEWER PIPE	LIN.FT.	1038	62	1,100	3 00	3,300 00
23 12" SEWER PIPE	LIN.FT.	50	5	55	5 00	275 00
24 15" SEWER PIPE	LIN.FT.	300	20	320	6 00	1,920 00
25 18" SEWER PIPE	LIN.FT.	3100	150	3250	8 00	26,000 00
26 21" SEWER PIPE	LIN.FT.	900	50	950	10 50	9,975 00
27. 24" SEWER PIPE	LIN FT	3,004	146	3,150	12 00	37,800 00
28 30" SEWER PIPE	LIN FT	88	6	94	18 75	1,762 50
29 12" CMP	LIN FT	20	2	22	5 00	110 00
30 60" CMP (8 GA.)	LIN FT	58	4	62	42 00	2,604 00
31 84" CMP (8 GA.)	LIN.FT.	108	4	112	70 00	7,840
32 96" CMP (12 GA)	LIN FT	110	4	114	70 00	7,980
33 8" PERF. DRAIN PIPE	LIN FT	2494	126	2620	3 00	7,860 00
34 CONC. MANHOLES	EA.	16	1	17	350 00	5,950 00
35 TYPE 'GB-1' INLET	EA	46	2	48	175 00	8,400 00

Total 694,373 25

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 3 of 4 Sheets

Section BOONES FERRY RD-PACIFIC HWY EAST Unit
Highway HILLSBORO-SILVERTON County MARION Prefix 124-1439
Length 1.57 MI. Designer NJC Draftsman ALB Date 7-25-70
Grading and Surfacing Items LOWELL M. STRATTON, RES. ENG'R.

Item	Unit	Net	10% Allow	Gross	Price	Amount
SUBTOTAL FWRD.						694,373 25
36 TYPE 'GB-2' INLET	EA.	1	—	1	190 00	190 00
37 TYPE 'D' INLET	EA.	2	—	2	220 00	440 00
38 EXTRA FOR ASPH. CONC. APPROACHES	EA	29	3	32	50 00	1600 00
39 CLASS 'A' CONC IN CURBS	CU. YD.	909	91	1000	50 00	50,000 00
40 GUIDE POSTS, W-1	EA	58	6	64	8 00	512 00
41 GUIDE POSTS, Y-1	EA	84	6	90	8 00	720 00
SUBTOTAL						747,835 25

Total

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 4 of 4 Sheets

Section BOONES FERRY RD - PACIFIC HWY. EAST Unit
Highway HILLSBORO - SILVERTON County MARION Prefix 124-1439
Length 1.57 MI. Designer NJC Draftsman ALB Date 7-31-70
Signed Title Res. Eng'r.

Grading & Drainage $

Surfacing (TOTAL) $ 747,835.25

~~Extra Work~~ ANTICIPATED ITEMS

FLAGGING	$ 5,000.00
STRIPING	300.00
SEEDING & MULCHING	1,600.00
TRAFFIC SIGNALS	
A. BOONES FERRY RD	20,000.00
B. PACIFIC HWY. EAST	15,000.00
RAILROAD TRACKS, TIES, AND BALLAST	34,400.00

Total Extra Work $ 76,300.00

TOTAL $ 824,135.25

+ 20% Engineering and Contingencies $ 164,826.75

Subtotal 988,962.00

Structures

R.R. STRUCTURE	$ 154,000.00
FRONT ST. STRUCTURE	79,200.00

Total Structures $ 233,200.00

Right of Way (Not Finalized) $ 200,000.00

Total Estimated Cost $ 1,422,169.00

RECEIVED
NOV 8 - 1971

2222

November 3, 1971

Mr. Arthur R. Johnson
City Manager
City of Woodburn
550 N. First Street
Woodburn, Oregon 97071

Dear Mr. Johnson:

The Highway 140 Bypass Route of the city is on the contract schedule for awarding of May of 1972. It is true that this project will, in all probability, require two years to complete.

Our Design Section is currently working on the details for the undercrossing, but it is doubtful if the design can be completed prior to the proposed advertising time now anticipated.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
H. S. Cox
J. B. Boyd

TE:ja kw

CITY OF
WOODBURN
550 N. FIRST STREET WOODBURN, OREGON 97071

October 22, 1971

Edwards
Let me please
RLP

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Highway 140 Bypass Route

Dear Mr. Porter:

At a recent Woodburn School Board meeting, two representatives of the State Highway Division were present to discuss the proposed berm in front of the high school. In the course of their discussion they stated the bypass route was not included in the list of projects scheduled for construction in the next eight months. They further added the route would not be completed for approximately two years.

Our Mayor was in attendance at the meeting and was concerned that our project was not included on the list. We were hopeful that some early action could be started on constructing the underpass as this is the major portion of the project.

I would appreciate a response as to when this project is programed to start.

Sincerely,

Arthur R. Johnson
City Manager

ARJ:rs
cc: John Anderson

RECEIVED
OCT 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 15 1971
FOR FILING

7777

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1971

To: F. B. Klaboe
Asst. State Highway Engineer

B U I L D I N G

SUBJECT: Proposed Traffic Signal Installation
Hillsboro-Silverton Highway
@ Boones Ferry Road
Woodburn

There is attached a copy of the construction plan for the Hillsboro-Silverton Highway at the above intersection. This will be done as a part of the Boones Ferry Road-Pacific Highway East intersection. Also attached is a sheet showing estimated 1991 traffic at this intersection.

The Woodburn High School is in the northwest quadrant of the intersection. There is a drive-in restaurant type of establishment in the southwest quadrant and consequently, considerable pedestrian traffic. Upon completion of the project, there will be considerable conflicting traffic by reason of the traffic coming out of the City.

For these reasons, it is recommended that traffic signals be installed as a part of the construction project. Because of the relatively heavy left-turn from south to west, three-phase fully-actuated signals are recommended. These are estimated to cost $25,000.

L. E. George
Operations Engineer

VPJ:pb

Attached

RECEIVED
OCT 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Approved 10-15-71
Asst. State Hwy. Engr.

copy to George
10-15-71

SP 52475-734

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE August 14, 1970

DAY OF WEEK _____

ACTUAL COUNT (VEH.) _____ HRS.

HOURS COUNTED _____

PEDESTRIAN COUNT _____ HRS.

HOURS COUNTED _____

WEATHER _____

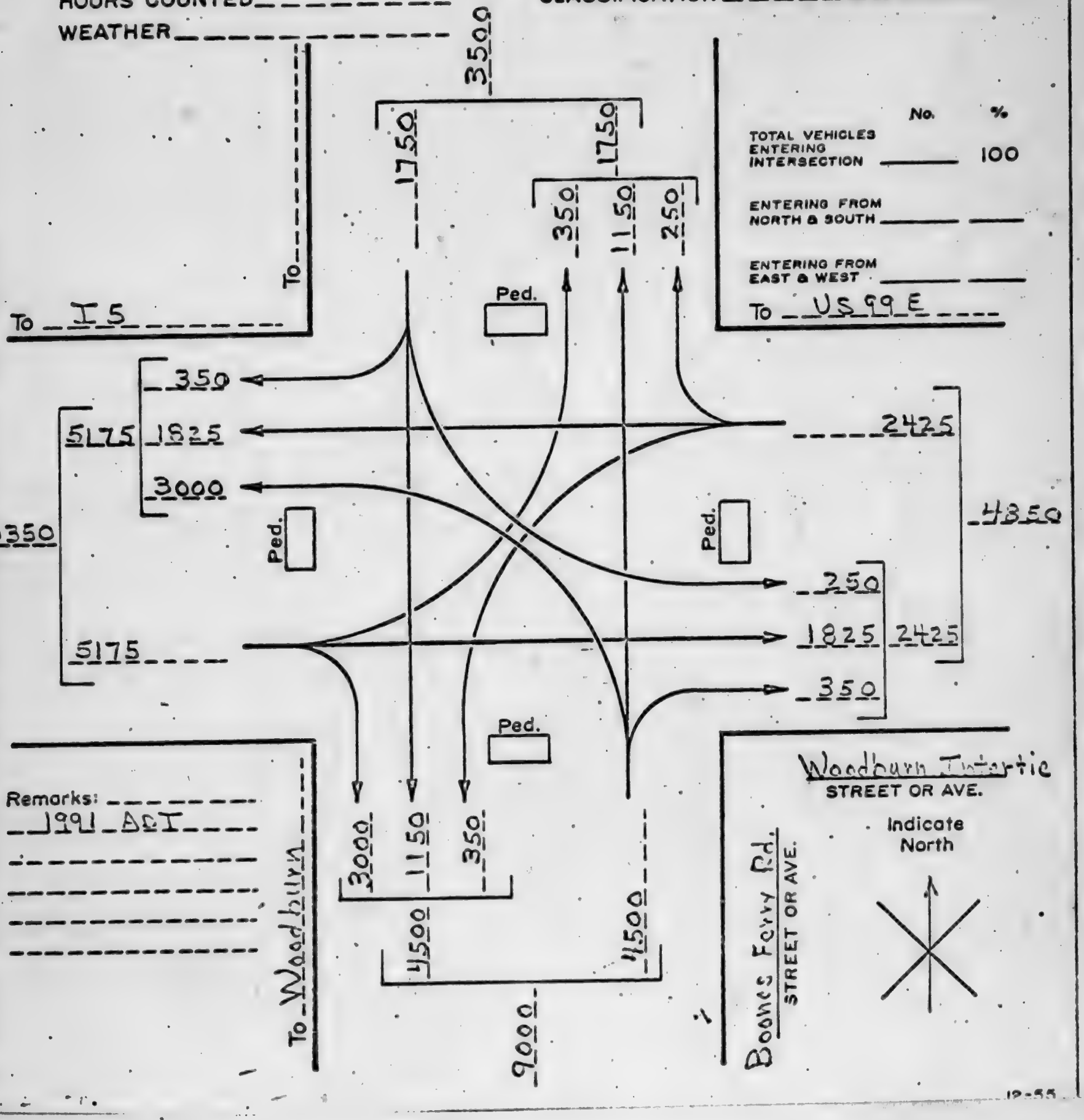
CITY OF Woodburn

INTERSECTION OF Woodburn Interchange AND Boones Ferry Road

STATION NO. _____

CODE NO. _____

CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	_____	100
ENTERING FROM NORTH & SOUTH	_____	_____
ENTERING FROM EAST & WEST	_____	_____

To US 99 E

Remarks:

99 ADT

12-55

RECEIVED
OCT 1971
FOR FILING

A E Johnson

OREGON STATE HIGHWAY DIVISION

7777

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 6, 1971

Southern Pacific Transportation Co.
Union Station
Portland, Oregon 97209

Attention: Mr. A. W. Kilborn
Superintendent

NOTED
A. E. JOHNSON

Dear Mr. Kilborn:

Woodburn Undercrossing of S.P.R.R.
Boones Ferry Rd.-Pacific Hwy. E. Section
Of the Hillsboro to Silverton Hwy.
Br. No. 13479
Marion County

It is presently planned to call for bids early in 1972 for construction of the re-alignment of the Boones Ferry Road to Pacific Highway East Section of the Hillsboro to Silverton Highway from its present routing on Woodburn City Streets to a new location north of the City. This will involve the construction of a highway grade separation structure under your facility.

Enclosed are four copies each of four preliminary drawings relative to the proposed project. Drawing No. 26976 is the vicinity map of the proposed location. Drawing No. 26977 is the profile of the railroad and proposed highway. Drawing No. 27088 is a preliminary plan and elevation of the railroad structure which also shows the proposed railroad shoofly alignment. Dwg. No. 27087 is a preliminary plan and elevation of the highway undercrossing of Front St. which is sent to you for informational purposes only.

The proposed highway undercrossing is on a re-aligned extension of Mt. Hood Avenue. Although Mt. Hood Avenue does not presently physically extend to the railroad right-of-way, a dedicated right-of-way strip for Mt. Hood Avenue does extend to the easterly side of the railroad right-of-way. The proposed extension of Mt. Hood Avenue is aligned northerly of this existing right-of-way strip as shown on the vicinity map.

Traffic is presently using Market Road No. 70 (Front Street) which parallels the railroad tracks and will be routed around the structure site. This combined with a shoofly for the railroad will allow construction of the undercrossing structure without interference from highway and railroad traffic.

The enclosed drawings are sent to you as a preliminary submission for your approval. Because of the proposed letting date for this project an early return of one copy of the drawings with your comment or approval will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer
By ORIGINAL SIGNED
WALTER J. HART
For Ivan D. Merchant
Bridge Engineer

RWE/ag

Attachments

cc: A. E. Johnson
T. Litchfield w/attachs. (2)
L. Topaz
J. Sollis

RECEIVED
OCT 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 14, 1971

To: Frank Hall
DESIGN ENGINEER

SUBJECT: Woodburn Grange Right of Way
Woodburn Bypass Section
Hillsboro-Silverton Highway

Attached is an estimate provided by the District Right of Way Supervisor comparing the cost between 32' and 40' of right of way just westerly of Boones Ferry Road. This indicates that there is approximately $19,000 of additional cost to provide this width. It would appear that this cost is justified to provide a reasonably functional facility in this heavily built-up area.

If you approve of this change and the revisions to design that are necessary, please request the revised descriptions be prepared.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

Attach.

cc: F. B. Klaboe
Lowell Stratton
Rod Henry

RECEIVED
SEP 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 8, 1971

REGION 2 ENGINEER
RECEIVED
SEP 9 1971
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

To: Mr. Rod J. Henry
District R/W Supervisor
East Salem Highway Building
Salem, Oregon 97310

O F F I C E

SUBJECT: Boones Ferry Road-Pacific Highway East
Hillsboro - Silverton Highway
Marion County

Right of Way Cost Estimate
(Comparison between 32' and 40' R/W, per drawing supplied for this study.)

For 32' R/W				For 40' R/W		
File #	Name	$ Amount	Total	$ Amount	Total	Increase $
45336	Mendez	1. L=775 2. L=125	900	1. L=1,450 I=5,500 D=1,200 2. 100	8,250	7,350
45376	Higginbotham	1. L=1,190 D= 300 2. 10	1,500 (minimum consideration)	1. L=1,750 I=3,500 D=1,000 2. L= 100	6,350	4,850
45368	Hayes Doran (CP)	1. L=1,625 2. L= 75	1,700	1. L=1,750 I= 0 D= 0 2. 100	1,850	150
45369	Burke Doran (CP)	1. L=1,400 I=1,050 D=2,500 2. L= 50	5,000	1. L=1,950 I=6,000 D= 0 2. 300	8,250	3,250
42627	Woodburn Grange	1. L=2,320 2. L= 170 I= 750 D=1,800 5,040	Rd. to 5,050	1. L=3,920 I=1,176 D=2,500 2. 600 8,196	Rd. to 8,250	3,200
TOTALS			14,150		32,950	18,800

Assuming the improvements taken at 45336, 45376 and 45369. Add to the cost estimate for

(continued on page 2)

the 40' right of way width, a total of $15,000 for relocation benefits, all categories, without an individual breakdown estimate. Relocation benefits under the 32' right of way proposal would be minimal and/or just incidental expenses.

D. A. TERBELL
R/W Liaison Agent

DAT:pc
cc D. H. MOEHRING
G. W. WIMER

RECEIVED
SEP 16 1971
FOR FILING

7777

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 9, 1971

To: F. B. Klaboe
ADMINISTRATION

SUBJECT: Woodburn Grange Right of Way
Woodburn Bypass Section
Hillsboro-Silverton Highway

Mr. Rod Henry, District Right of Way Supervisor, and myself met with three members of the Woodburn Grange on Friday, September 3. The members of the Grange were: Robert Corporon, Master, and Ramie Avin, and Werner Henshorn, the last two being members of the Executive Committee. We showed the gentlemen the right of way as it was staked in the parking lot of their Grange Hall. We indicated that this taking was necessary in order to make a feasible modernization of the existing highway. All three men agreed that traffic was becoming extremely heavy in this area and something needed to be done.

The members of the Grange were not, in their words, concerned with money, but with the removal of parking area which was at a premium. They claim that this facility was used practically all week long by various civic organizations and their need for parking was apparent. We discussed the possibility of paving the remaining part of the property which lies south of the Grange Hall and they indicated that they were already utilizing this parking even though it was not hard surfaced. The meeting, after discussing all the pros and cons of the taking, ended that we would make another appraisal on the value of the taking and also that we would restudy their parking needs.

We must lay out an engineered parking plan, which they do not have at the present time. There are no lines on the hard surfacing and then we would re-do the plan after the taking to see the difference or loss in parking stalls. This is needed in the appraisal process.

After returning to the office, it seems that an investigation should be made to determine the feasibility of taking additional right of way so that a median turning lane may be included in this section to Settlemier Avenue. There is going to be heavy left turns to the school which is north of the highway and this route is heavily used with a 1969 ADT of 7400 at this intersection. Mr. F. B. Klaboe agreed that we should make immediate steps to determine whether the buying of the additional right of

BP 52478-734

way at this time is acceptable. We will have Rod Henry make these appraisals before making a firm decision on the extra right of way. If the right of way is purchased, the drive-in restaurant which is westerly of the Grange Hall may have to be taken in its entirety. This will in turn, provide an area that might be traded to the Grange to make up for their loss of parking. After the forgoing is accomplished, it was agreed to meet again and inform the Grange of our findings.

J. B. Boyd (jc)

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

cc: Frank Hall
Lowell Stratton
Rod Henry

RECEIVED
SEP 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
AUG 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

TO: Rod Porter

DATE: August 27, 1971

FROM: Sam Haley

SUBJECT: Highway ~~215~~ 214 Project in Woodburn

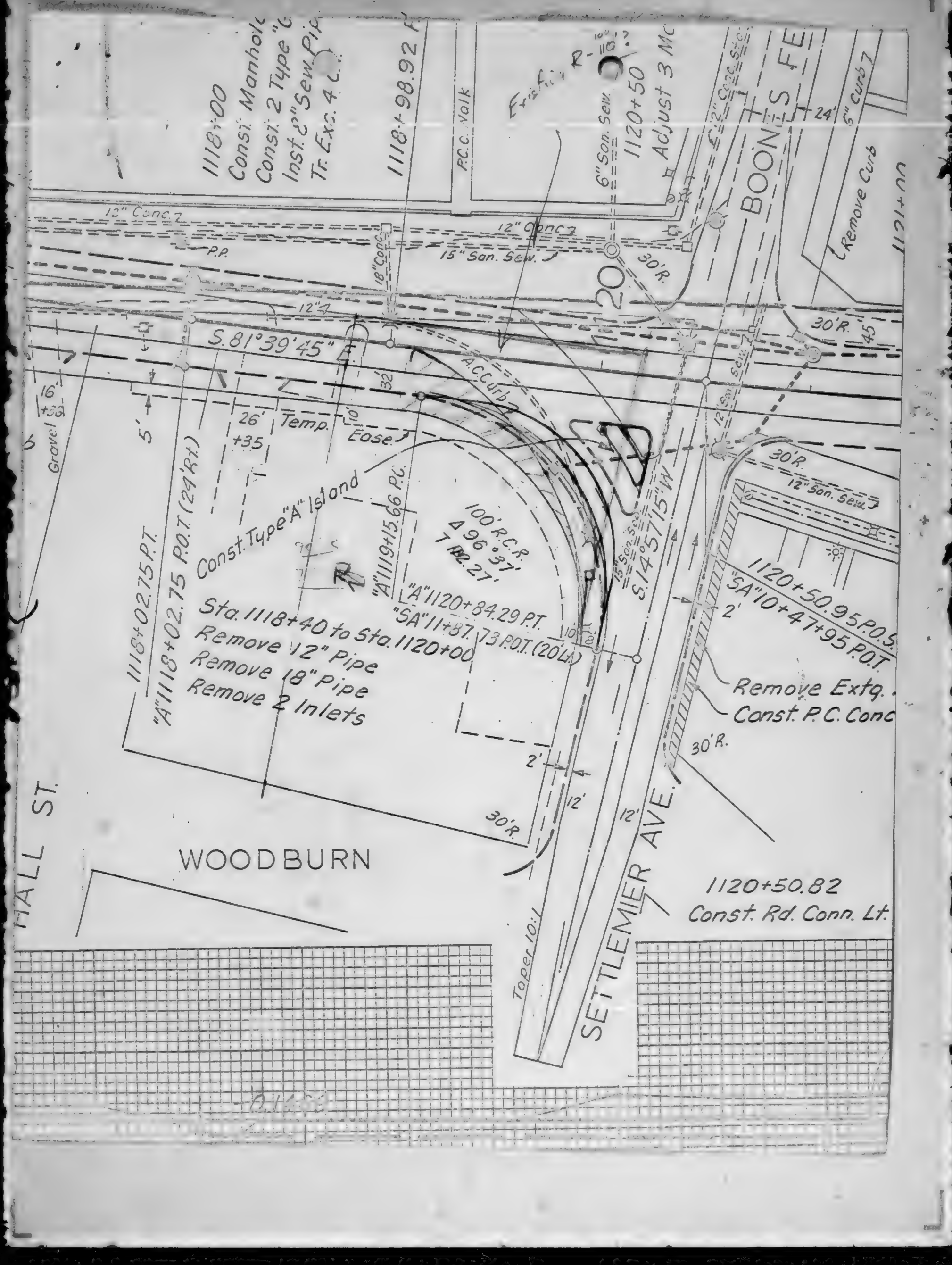
The man's name who called me about the Woodburn Grange's concern is Mr. Bob Corcoran. His business telephone number in Woodburn is 982-9369.

This morning, after my conversation with you, I talked with Mr. Corcoran and reported that you had showed me the right-of-way in question and had indicated you or someone in the division would take another look to see whether there were other possibilities (than the current plans) which might relieve the Grange's objections. Mr. Corcoran would appreciate hearing from the Highway Division what, if any, modifications in the current plans would be considered.

dn

81-125-0015

RECEIVED
SEP 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER


1118+00
Const. Manhole
Const. 2 Type "C"
Inst. 2" Sew. Pipe
Tr. Exs. 4 C.Y.
1118+98.92 P.C.
P.C.C. Walk
Existing R=100'
6" San. Sew.
1120+50
Adjust 3 MC
12" Conc.
P.P.
18" Conc.
15" San. Sew.
20
30'R.
BOONES FE
24'
6" Curb
Remove Curb
1121+00
12" San. Sew.
45
S.81°39'45" E.
A.C. Curb
32'
16'
Gravel
5'
26'
+35
Temp.
Ease.
Const. Type "A" Island
100' R.C.R.
Δ 96°37'
T 102.27'
"A" 1119+15.66 P.C.
"A" 1120+84.29 P.T.
"SA" 11+37.73 P.O.T. (20' Lt.)
S.14°57'15" W.
15" San. Sew.
10'
Ease.
12" San. Sew.
30'R.
1120+50.95 P.O.S.
"SA" 10+47.95 P.O.T.
2'
Remove Extg.
Const. P.C. Conc
30'R.
"A" 1118+02.75 P.O.T. (24' Rt.)
"A" 1118+02.75 P.T.
Sta. 1118+40 to Sta. 1120+00
Remove 12" Pipe
Remove 18" Pipe
Remove 2 Inlets
2'
12'
12'
30'R.
HALL ST.
WOODBURN
SETTLEMIER AVE.
Taper 10:1
1120+50.82
Const. Rd. Conn. Lt.

RECEIVED
SEP 9 - 1971
FOR FILING

7777

September 7, 1971

Mr. P. L. Peterson
Attorney at Law
2249 Country Club Road
Woodburn, Oregon 97071

Dear Mr. Peterson:

Re: Pacific Highway (I-5)-Settlemier Avenue Section, City of Woodburn, Hillsboro-Silverton Highway, Marion County

Reference is made to your inquiry as to the status of plans for improvement of the section of Highway 214 between Interstate 5 and Settlemier Avenue in Woodburn.

There are no specific plans for improvement of this section at the present time; however, the ever-increasing traffic indicates the necessity for eventual four laning of this roadway. Details of how the widening should occur relative to the existing roadway and right-of-way, easing the reversing curves, and the appropriate width for the ultimate roadway will all need to be established based on the existing conditions at the time the work is actually contemplated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
J. B. Boyd

ADO:jp srb

RECEIVED
FEB 10 1971
OREGON STATE HIGHWAY DEPARTMENT

FORM E-220 (REV. 3-68)

TO: FILES

FROM: Harwell - Co. Cty Sect.

SUBJECT: R/W Acquisition
Boones Ferry Rd - Pac. Hwy East
Hillsboro - Stbgr. In Hwy #140

DATE: Feb. 8, 1970

7777

Today a meeting with Region 2, Woodburn, & Marion Co. was held & determined the following

Sp
1- State write descriptions - options in name of State
2- State acquire from US99E to SPRR
3- State acquire properties near Lower Boones Ferry Rd. (East-West)
4- City acquire properties from SPRR to ~~Public~~ Presbyterian church (Milbro chief ownership)
5- Presbyterian Church maybe jointly negotiated by City & State
6- State shall appraise all properties with Dr of project costs based accordingly
7- Meeting to be held Wed., Feb. 10 further details if need be resolved - Region 2 will handle.

D. N. Harwell, Coord Eng
(SIGNATURE)

PLEASE REPLY HERE

Klaboe, Young, Hall
Moehring, Asburry, Henry

RECEIVED
FEB 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTE: F. R. Kla...

(DATE) (SIGNATURE)

1. SENDER DETACH SHEET NO. 2 AND HOLD UNTIL REPLY IS RECEIVED. FORWARD SHEETS 1 AND 3 INTACT WITH CARBONS.
2. ADDRESSEE REPLY. DETACH CARBONS AND RETURN SHEET 3 TO SENDER. RETAIN SHEET 1.

1.

FEB 4 - 1971
FOR FILES
3707

February 3, 1971

Oregon State Highway Commission

Gentlemen:

Surveys have been completed on the following seven sections. All required public hearings have been held and we have requested or received design approval from the Federal Highway Administration.

S. Medford-S. Ashland Section, Pacific Highway, Jackson County.

This safety project on Interstate 5 involves guardrail revisions and signing throughout the section. Revisions are also proposed to the southbound on ramps and frontage roads on both the Fern Valley Road and Green Springs Highway Interchanges. A corridor-design hearing was offered and the Jackson County Board of Commissioners advised the State that no requests for a hearing were received. The Federal Highway Administration approved the design October 25, 1970. The length of this section is 16.89 miles and the total estimated cost is $2,100,000 (Construction $2,000,000; Right-of-Way $100,000).

Milton Freewater-Washington State Line Section, Oregon-Washington Highway, Umatilla County.

This project will consist of widening the existing two-lane facility to four lanes. The roadway will have two 24-foot travel ways, a 16-foot median and 10-foot curbed shoulders on each side. The opportunity for corridor-design hearing was published with a deadline of February 16, 1970, for hearing requests to the Umatilla County Court. The Highway Division was advised by the Umatilla County Court, March 5, 1970, that no requests had been received.

A request for location-design approval was forwarded to the Federal Highway Administration December 10, 1970. This section is 4.78 miles in length and the total estimated cost is $3,300,000 (Construction $3,000,000, Right-of-Way $300,000). This project was approved December 23, 1969, for construction and is listed on Program XII.

Thornberry-Lamborn Road Section, Sherman Highway, Sherman County.

This Eastern Oregon bond project involves the realignment of the Sherman Highway around the city of Wasco. A two-lane highway is proposed having two 12-foot travel lanes with 10-foot shoulders. Climbing lanes will be constructed where required. Access to the city of Wasco will be provided at the north and south where the new alignment departs from the existing facility and at Fulton Canyon Road. A corridor hearing was held and the final design hearing was completed August 27, 1970. On September 21, 1970, the Federal Highway Administration acknowledged satisfactory compliance of hearing regulations. Since this is a State bond project, a request for design approval will not be requested from the Federal Highway Administration. The length of this project is 7.09 miles and the total estimated cost is $3,000,000 (Construction $2,980,000, Right-of-Way $20,000).

Hermiston Section, Umatilla-Stanfield Highway, Umatilla County.

This project is for widening the existing two-lane city street through the city of Hermiston to a four-lane curbed street section consisting of four 12-foot travel lanes, a four-foot median and eight-foot curbed parking lanes. A combination corridor-design hearing was held October 21, 1970, and since this is also an Eastern Oregon bond project, a request for design approval will not be necessary from the Federal Highway Administration. The length of this section is 1.27 miles and the total estimated cost is $280,000 (Construction $263,000, Right-of-Way $17,000).

Boones Ferry Road-Pacific Highway East Section, Hillsboro-Silverton Highway, Marion County.

This project is on new alignment and will relocate the existing Hillsboro-Silverton Highway, which follows a difficult city street pattern in Woodburn, on a more direct route to Pacific Highway East. For approximately 2,000 feet on the westerly end, the project will have a 48-foot curbed street section, then be constructed to a two-lane open ditch roadway with two 12-foot travel lanes and 10-foot shoulders. A grade separation structure is proposed under the railroad tracks and Front Street with connections to Front Street. A corridor-design hearing was held November 10, 1970, and as a result of the hearing the design was changed to provide connection to Front Street. This project is on the current State Construction Program and is covered by an 80/20 percent construction finance agreement with the City of Woodburn. The length of this section is 1.57 miles and the total estimated cost is $1,200,000 (Construction $1,000,000; Right-of-Way $200,000).

McKenzie Highway-Jasper Section, Springfield-Creswell Highway, Lane County.

This project will relocate the existing two-lane Springfield-Creswell Highway on new and revised alignment. This is an advance right-of-way acquisition project based on a four-lane design of two 24-foot travel ways, 16-foot median and 10-foot shoulders. A corridor hearing was held March 12, 1969, followed by a design hearing held September 1, 1970. A formal request for design approval was forwarded to the Federal Highway Administration January 7, 1971. This project is 4.19 miles in length and the total estimated cost for right-of-way is $450,000. Authority to spend $100,000 under Federal-aid Program XII is recommended as an advance right-of-way project only at this time.

La Grande-Interstate 80N Section, Wallowa Lake Highway, Union County.

This project involves converting the existing two-lane Wallowa Lake Highway from Adams Avenue in La Grande to Interstate 80N to a four-lane city street section. The roadway is designed with four 12-foot travel lanes, 16-foot median and 10-foot curbed parking lane. A combination corridor-design hearing was held October 20, 1970, and a request for design approval was forwarded to the Federal

Highway Administration January 22, 1971. This project is financed on our 1971 Bond Program for $3,000,000. The length of this section is 0.8 mile.

Maps for these projects are attached for your information.

I recommend survey-design approval and request authority to purchase the necessary right-of-way.

This matter will be on the agenda for your consideration at the February 16 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

Attachments

cc: Floyd Query
Tom Edwards
F. B. Klaboe
V. D. Wolfe
L. H. Young
Frank Hall
D. H. Moehring
V. E. Skoog
~~L. W. Rullen~~
H. S. Coulter
R. D. Asburry
C. T. Keasey
J. F. Putnam

BLG:aw sr

JAN 21 1971

7777

January 21, 1971

Mr. Arthur R. Johnson
City Manager
City Hall
Woodburn, Oregon 97071

Dear Art:

Reference is made to your letter to H. S. Cox concerning the widening of Interstate 5 between Hayesville and the Hubbard Interchange.

All the bridges between Hayesville and Hubbard are substandard, both as to width and as to clearance above the roadway. To complicate the matter, we intend to put an overlay over that section of highway when it is reconstructed which would further cut vertical clearances. Therefore, we have requested the Federal Highway Administration to allow us to either raise the structures or reconstruct them in whole. So far, they have not approved this request. We are continuing to work with them to see if we can arrive at a suitable solution.

The widening of the Woodburn structure to a full four lanes with sidewalks is a part of our application that also has not been approved.

Four laning of the Hillsboro-Silverton Highway between I-5 and Boones Ferry Road will be considered as new programs are made up.

Thank you for bringing this matter to our attention.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:mc

bc R. L. Porter
Tom Edwards
H. S. Cox
F. L. Hall

RECEIVED
ROUTE TO:
ASBURRY
WALKER
WATKINS
C.A.F.
[illegible]

January 5, 1971

Mr. H. S. Cox, County & City Engineer
Department of Transportation
405 State Highway Department
Salem, Oregon 97310

Re: Widening of Interstate 5
Between Hayesville & Hubbard
Interchanges

Dear Mr. Cox:

According to the paper there will be progress in widening I-5 in the vicinity of Woodburn in the 1971 construction season. I would like to call attention to the structure over I-5 for the Hillsboro-Silverton Highway. The present structure is narrow, with a high crown that prevents proper sight distance. This is a very dangerous situation as pedestrians are obliged to cross from the Nazarene area to the shopping center, and at present there is no provision for a pedestrian walk.

This matter was thoroughly studied by the Speed Control Board and they reduced the speed because of the hazardous condition. The Council also requested a pedestrian walk and we were informed that a structure revision would be included in the six laning project and it was impractical to install an interim facility as this revision was fairly imminent.

Therefore I respectfully desire to remind the designers to include a new structure at Woodburn, preferably flatter than the present one, with provision for pedestrian walk way. It is also well to point out that in our discussions with Mr. Cooper and Mr. Porter we were told a four lane road would ultimately be necessary from the freeway to Boones Ferry Road. This four laning would not take place until there is justification; however, with the new bypass road this could accelerate the timing of the improvement. This might be considered in designing the width of the structure.

I would appreciate relaying this information on the the proper authorities.

Sincerely,

Arthur R. Johnson,
City Manager

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STATE OF
[illegible]

ARJ:rs

cc: Mr. Asburry
cc: Klaboe ✓
F. Hall

ROUTE
J. G. [illegible]

RECEIVED
JAN 25 1971
FILE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 18, 1971

Mr. A. W. Kilborn
Superintendent
Southern Pacific Transportation Co.
Union Station
Portland, Oregon 97209

Dear Mr. Kilborn:

Woodburn Undercrossing of SPRR
Boones Ferry Road-Pacific Highway East Section
Hillsboro-Silverton Highway
Marion County Bridge 13479

In the early part of 1972, the State intends to undertake construction of the Boones Ferry Road-Pacific Highway East Section of the Hillsboro-Silverton Highway. This northside bypass of the City of Woodburn will pass beneath a proposed railroad structure at railroad station 756+55.6. Enclosed are four prints each of drawings 26976 and 26977, the vicinity map and profiles for the proposed undercrossing. Preliminary thinking is for this structure to carry railroad traffic on a single span, precast, prestressed concrete box girder structure, the span lengths of the structure being in the order of 65 feet to 70 feet.

In order to proceed with the preparation of a PUC application for this crossing we need a statement from you on any requirements for additional trackage at this site.

You will note on drawing 26976 that a shoofly to the east of the present tracks is proposed in order to route rail traffic around the construction site. We would appreciate any comments on this proposed shoofly construction.

Upon receipt of your comments and requirements relative to this crossing, we will prepare a preliminary drawing for submittal to you for approval and for use in our application for a PUC order. Also, please return one print each of the attached drawings with your comments and approval.

Very truly yours,

R. L. Porter
State Highway Engineer
By ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

RECEIVED
JAN 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

WJH:dh
Enclosures
cc A. E. Johnson
Jack Sollis
T. W. Litchfield

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FOR FILING
7777

A.R.R. 515

4d
11-24-70

November 27, 1970

Board of County Commissioners
Marion County
Courthouse
Salem, Oregon 97301

Attention: T. Harold Tomlinson
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement with Marion County, City of Woodburn and the Oregon State Highway Commission concerning the proposed construction of the Boones Ferry Road-Pacific Highway East Section of the Hillsboro-Silverton Highway, known as the Woodburn Bypass.

A fully executed copy of this agreement is being sent to the City of Woodburn and one is being retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(conf. agree. att.)

November 27, 1970

City of Woodburn
City Hall
Woodburn, Oregon 97071

Attention: Barney Burris
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement with Marion County, City of Woodburn and the Oregon State Highway Commission concerning the proposed construction of the Boones Ferry Road-Pacific Highway East Section of the Hillsboro-Silverton Highway, known as the Woodburn Bypass.

A fully executed copy of this agreement is being sent to Marion County and one is being retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 10, 1970

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Coop. Constr.-Finance-Aband. Agreement
Boones Ferry Rd-Pacific Hwy East Section
Hillsboro-Silverton Highway No. 140
Marion County and City of Woodburn

Attached for your consideration are four copies of an agreement which have been properly executed by the officials of Marion County and the City of Woodburn, and a suggested draft of a letter that may be used for presentation to the Highway Commission.

The City of Woodburn has accompanied the agreement with a letter requesting that the Highway Division give serious consideration to including a connection to Front Street in the plans for the project. Their principal reasons for such a connection are the movement of truck traffic and a more desirable movement of fire, police, and ambulance units.

This project appears on the construction schedule under the heading of "Later." State's commitment of $950,000 is equal to 80% of the presently estimated cost of $1,180,000. Marion County has agreed to participate in the amount of $150,000 with the City share being approximately $80,000. In the event of final total cost being higher or lower than the estimate, State share will be 80% with the remaining 20% to be borne cooperatively by County and City.

Please study the provisions contained in the agreement and, if found to be acceptable for your signature of approval, forward to the Highway Commission Secretary for his consideration and placement on the agenda for the Highway Commission meeting scheduled for November 24.

Mainor C. Holmes

Mainor C. Holmes
Office Engineer
County and City Section

MCH:mm

Att.

RECEIVED
NOV 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

WOODBURN, OREGON
INCORPORATED 1889

PORTLAND
FREEWAY 99E
SALEM

CITY OF WOODBURN
CITY HALL PHONE 981-7111
WOODBURN, OREGON

November 6, 1970

Mr. H. S. Cox, County & City Engineer
Department of Transportation
405 State Highway Department
Salem, Oregon 97310

Re: Bypass Route #140, City of Woodburn

Dear Mr. Cox:

At our regular City Council meeting held November 3, 1970, the proposed bypass route Number 140 was discussed. The Council at the previous Council meeting approved the contract between the State, City and County.

In the discussion it was pointed out that without a connection from Front Street to and from the new intertie the volume of the bypass would be only partially felt by the community. True it would eliminate the through traffic to help our local traffic circulation, but without a connection to Front Street, Woodburn bound trucks would still have to proceed through the entire City. A Front Street connection would also assist emergency calls for fire, police and ambulance. This is of incalcuable value.

The City Council was reluctant to cloud the issue, but they feel a special priority should be given to the Front Street connection. We have consulted with State Regional Engineer, Mr. Asbury, and to Local Resident Engineer, Lowell Stratton. They have come up with a design that looks feasible at a minimum cost. It was their belief that excess dirt from the underpass could be used to provide the necessary fill for the connection.

We respectfully request that consideration be given in the final design plans to include the Front Street connection as projected by Mr. Stratton.

Sincerely,

Arthur R. Johnson,
City Manager

RECEIVED
COUNTY & CITY SECTION
NOV 9 - 1970
☐ EHGR. ☐ CGGR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

ARJ:rs

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November 16, 1970

Oregon State Highway Commission

Gentlemen:

The Marion County Board of Commissioners and the City of Woodburn have executed a triparty cooperative construction-finance-abandonment agreement concerning the proposed construction of the Boones Ferry Road-Pacific Highway East Section of the Hillsboro-Silverton Highway. This section has been commonly referred to as the Woodburn Bypass and lies just northerly of the city of Woodburn.

Certain provisions of the agreement stipulate the methods to be employed for right-of-way acquisition, preparation of plans, supervision of construction, and future maintenance obligations. The County and City have both agreed to cooperate with the State in the relocation or adjustment of any utility facilities which may be in conflict. The agreement is accompanied by a letter from the City requesting that a connection to Front Street be included in the plans for the project. This request is being given serious consideration by our Design Section.

The State has agreed to participate in the cost of the project in the amount of $950,000. Marion County has agreed to participate in the amount of $150,000, with the City's share being approximately $80,000. The total is estimated to be $1,180,000.

Upon completion of the project and opening of the new section to traffic, the City agrees to accept all the State's right, title, and interest, and to assume jurisdiction, maintenance, and control of the existing highway through the city.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be presented for your consideration at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
V. E. Skoog
D. H. Moehring
Frank L. Hall
F. D. Morgan
L. H. Young
H. S. Cox
R. D. Asburry

MCH:mm fn

WOODBURN AREA CHAMBER of COMMERCE

P. O. Box 194

WOODBURN, OREGON 97071

November 4, 1970

Oregon State Highway Commission

State Highway Building

Salem, Oregon

Att.: Rod Porter, Chief Engineer

Gentlemen:

It is my pleasure to inform you that the Board of Directors of the Woodburn Area Chamber of Commerce wish to go on record as being in favor of the proposed Woodburn By-pass,

We are looking forward to the hearing on this matter scheduled in the Woodburn City Hall November 10.

Very truly yours

Richard Stefani

RICHARD STEFANI

President

RS:ea

RECEIVED
NOV 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
PORTER

RECEIVED
OCT 20 1970
FOR
7777

MEMO TO FILE

October 16, 1970

Re: Boones Ferry Road -
Pacific Highway East Section
Hillsboro-Silverton Highway
City of Woodburn and Marion County

On Friday, September 25, City of Woodburn and Marion County were presented a revised agreement pertaining to subject matter regarding financing of the proposed project. The proposal indicated a total estimated cost of $1,180,000 based on State furnishing $950,000, or 80%, County furnishing $150,000, and the City $80,000, which combined makes 20% of total estimated cost. However, actual total cost will be split on 80% State, 20% City and County.

On Thursday, October 15, a meeting was held in Woodburn with Mr. Art Johnson of the City and Mr. John Anderson of Marion County, discussing matters of construction regarding a Mill Creek structure and closure of Front Street, as well as the matter of executing the agreement as soon as possible. Both parties felt the agreement was of most concern and indicated signature and return to this office prior to November 1, 1970. They also felt that the matter of closing Front Street would cause no undue concern as alternate routes are available during the interim of closure. The matter of the Mill Creek structure will be further discussed by State, County, and Marion County's consultant, as to the long-range plan for the drainage in this area.

The hearing on this matter has been scheduled for November 9 and 10 in the Woodburn City Hall, and these matters will possibly be mentioned, but not necessarily solved, prior to that date.

H. S. Cox
County and City Engineer

By: D. N. Harwell

D. N. Harwell
Coordinating Engineer

DNH:ljt

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor Wolfe
W. H. Tebeau
R. D. Asburry

RECEIVED
OCT 1 - 70
OFFICE OF
COUNTY ENGINEER

OCT 23 1970

7777

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 29, 1970

SUBJECT: Boones Ferry Road-Pacific Highway East Section
Hillsboro-Silverton Highway

To: F. B. Klaboe
ASST. STATE HIGHWAY ENGINEER

By invitation Monday evening September 28 Resident Engineer Lowell Stratton and I attended a Board meeting of the Woodburn School Board District No. 103C at which meeting we explained the general characteristics of the subject project with more detailed explanation of the facility in the immediate vicinity of the school.

The School Board seemed to be receptive to the proposal in general. They seemed to be gratified that the plan did not require taking property from them for right of way. They also asked about when improving on westerly if we would be taking some of their property for right of way. They were advised that at this time we could not definitely say as this project did not extend all the way through their property but very likely when the road was improved to the west we would need some additional property from them.

Some of the members were concerned regarding two aspects of the project. One was the noise created by the traffic especially trucks having to start from a dead standstill at a stop signal. They acknowledged that they had certain liability in this as the highway was there prior to the school and there would be a certain amount of noise even though we did not construct the facility.

They asked if we had done any design toward the abatement of this nuisance. They were advised that we had not as legally this was not a compensible item. This they seemed to agree with but asked if we would on an informal basis assist them in some kind of an economical design for a noise barrier.

I would appreciate the Design Department giving this some thought and help the School Board with some economical kind of design but not assuming any obligation of construction thereof.

The second point of concern was safety of the children crossing the highway. It was explained to them that proper three phase traffic signals at this location could make it safer than it presently is for the school children crossing the highway. Some did not concur in this thinking. No doubt we will hear more of this at the hearing.

NOTED
F. B. KLABOE

SP 92078-734

The present official pedestrian crossing at this intersection is parallel with and on the westerly side of Boones Ferry Road and/or Settlemier Avenue; this being the widest leg of the intersection would make it more hazardous to cross. It was asked if it would be better to have the official pedestrian crossing go easterly from the school area crossing Boones Ferry Road, thence southerly across the new facility. This would make two road crossings but both being shorter than the re-establishing of the present crossing. This idea did not meet with favor with them. They insisted that it should remain in the same area that it presently is. It is my belief that with the proper three phasing of signals at this area we will greatly reduce the present hazard for the pedestrians at this crossing.

The concepts of our informal and formal hearings was explained to them. I am sure that they will have some delegation make a presentation at the formal hearing.

R. D. Asburry
REGIONAL ENGINEER

RDA/cg

cc: Frank Hall
H. S. Cox
Lowell Stratton

RECEIVED
SEP 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SEP 16 1970

FORM E-20 (REV. 10-60)

7777

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

September 21, 1970

To: Mr. F. B. Klaboe ✓
Assistant State Highway Engineer

BUILDING

SUBJECT: Cooperative Construction-Finance-Abandonment Agreement Draft
Boones Ferry Road-Pacific Hwy. E. Section
Hillsboro-Silverton Hwy., No. 140
Marion County and City of Woodburn

Attached hereto for your consideration is a proposed draft of an agreement concerning construction and financing of the Woodburn Bypass.

State's commitment of $950,000 is equal to 80% of the presently estimated cost of $1,180,000. Marion County has agreed to participate in the amount of $150,000 with City's share being approximately $80,000. In the event of final total cost being higher or lower than the estimate, State's share will be 80% with the remaining 20% to be borne cooperatively between County and City.

Upon completion the City is to assume jurisdiction of the existing highway through the City.

Please study the provisions contained in the proposal and, if acceptable to you, forward to the Design Section for their consideration and return to this office for preparation in final form.

D. V. Howell

for Mainor C. Holmes
Office Engineer
County and City Section

MCH:ljt
Attachments

Ref'd to Hale to check & forward to Cox 9-16-70

RECEIVED
SEP 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
SEP 18 1970

7777

MEMO TO FILES - September 17, 1970
City of Woodburn

Mr. Art Johnson, City Manager, called this date regarding the Young Street alignment and the Woodburn Bypass, both involving the city of Woodburn.

Mr. Johnson indicated a very definite desire that no work be undertaken by State regarding Young Street alignment this winter. He preferred that we delay any further work on this matter until spring due to clarification of traffic patterns, both vehicular and pedestrian.

Mr. Johnson has also tentatively reserved the Woodburn City Hall for public hearings on the Boones Ferry Road-Pacific Highway East Section of the Hillsboro-Silverton Highway for Monday evening, November 9, and Tuesday afternoon and evening, November 10, 1970. Further information regarding this hearing will be forthcoming.

D. N. Harwell
Coordinating Engineer
County and City Section

DNH:mm

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
R. N. Bothman
R. D. Asburry
Lowell Stratton, Woodburn
Floyd T. Lacey, E. Hwy Bldg

NOTED
R. L. PORTER

SEP 1 - 1970
FORM E-30 SOM 10-68
7777

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 31, 1970

SUBJECT:

To: Memo to File

On August 28, Chairman Jackson approved raising the commitment to the City of Woodburn and Marion County from $750,000 to $950,000 as the State's share to apply to the relocation of the Hillsboro-Silverton Highway within the city of Woodburn.

R. L. Porter
State Highway Engineer

RLP:ms
cc Tom Edwards
F. B. Klaboe
Victor D. Wolfe
H. S. Cox

SUPREME
AUG 21 1970
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

7777

Salem, Oregon 97310
August 20, 1970

SUBJECT:

To: MEMO TO THE FILE

A meeting was held in Mr. Porter's office this morning with Art Johnson, Woodburn City Manager, Don Burlingham, Woodburn Mayor, John Anderson, Marion County Public Works Director and two gentlemen from Tacoma representing the Milbro Corporation. R. L. Porter, D. J. Barbee and I represented the Highway Division. At issue was the Woodburn Bypass proposal between Boones Ferry Road and US99E.

The meeting was opened by Mr. Johnson who reiterated the fact that Marion County was committed to pay $150,000 toward the construction of this facility, the City of Woodburn $40,000 and the Milbro Corporation $15,000, for a total of $205,000 of local participation. The Milbro Corporation would also donate approximately 4,000 feet of right-of-way.

They were informed that our estimate for the project was $1,180,000 and that we had previously committed the State to $750,000. This leaves $225,000 to be acquired to fully finance the project.

Mayor Burlingham stated that he would help us in any way he could toward acquiring right-of-way but that he could not find any further funds to put up on behalf of the City. Somewhat the same attitude was expressed by Mr. Anderson.

Nevertheless, both agencies still feel very strongly that this project must go forward at the earliest possible date in order to relieve the severe congestion that now exists within the City.

Mr. Porter advised them that he would have to study the matter a few days and consult with the State Highway Commission to see whether or not the State Highway Division could come up

with the additional $225,000. They were advised that, if we could obtain this amount, we would immediately proceed with our hearings, followed by purchase of right-of-way and construction if the project has good support by the local citizenry.

One further item that was discussed was the method by which Marion County would pay their $150,000. It appeared that the County would like to credit us with that amount of their Secondary Funds in order to pay off this commitment. However, this will have to be determined at a later date.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards
D. J. Barbee
H. S. Cox
R. D. Asburry

SUBJECT: Current Status of Local Participation in Relocating Highway 214

On December 10, 1969, a meeting was held at the office of the State Highway Director with the following representatives in attendance: Highway Director Cooper, Asst. Marion County Public Works Dr. Kenzie, Marion County Commissioners McCarthy, Matson and Carson, Woodburn Mayor Don Burlingham and Woodburn City Manager Art Johnson.

At this meeting it was reported that after months of negotiation we had arrived at a local share of $205,000 rather than the $230,000 that was estimated to be raised at the meeting that had been held August 28, 1969. The allocation was as follows:

Marion County	$150,000	(Authorized Sept. 17, 1969)
City of Woodburn	40,000	(Authorized Sept. 30, 1969)
Milbro Corp.	15,000	(To be Bancrofted by County, Woodburn Development to pay Milbro $5,000)
	$205,000	

In addition to the $205,000 there was approximately 4,000 feet of right-of-way to be donated by Milbro & Miller for the highway.

City Manager Johnson stated all of the property owners along Mt. Hood Road between the Russell property and Highway 99 had been contacted. A majority agreed to donate property but it was conditional on unanimous agreement and there were some refusals. Director Cooper agreed to run a center line and secure estimates of cost for the project.

RECEIVED
JAN 21 1970
GAME FILING

STATE OF OREGON
1859
7777

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

GAME COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

January 16, 1970

cc's sent 1-20-70

F. B. Klaboe
L. H. Young
T.C. Roake (4)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (4)
R. D. Asburry (4)
C. T. Keasey (4)

State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attention: Frank L. Hall

Dear Sir:

We are replying to letters from your office dated January 5, 7, and 8, 1970 referring to the following plans and prospectuses:

1. Williamette River (Albany) Bridge Section
   Albany-Corvallis Highway, Linn & Benton Counties
2. Siuslaw River (Mapleton) Bridge Section
   Florence-Eugene Highway, Lane County
3. West Third Street (Rogue River) - Maple Creek
   Section, East Evans Creek County Road, FAS 15-100
   Jackson County
4. Boones Ferry Road-Pacific Highway East Section
   Hillsboro-Silverton Highway, Marion County

There will be no conflict with wildlife resources as a result of these projects and they are approved. Our only concern is that turbidities be kept at low levels in the channel change on Knowles Creek on the Siuslaw River Bridge Section.

We appreciate the opportunity to offer recommendations on this construction.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

RECEIVED
JAN 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js

cc: Dir. OFC

RECEIVED
JAN 9 - 70
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 8, 1970

Mr. John McKean
State Game Director
Oregon State Game Commission
Post Office Box 3503
Portland, Oregon 97208

Attention: Mr. R. O. Koski

Dear Sir:

To satisfy requirements of the Bureau of Public Roads in their Instructional Memorandum 21-5-63 dated June 12, 1963, herewith the following prospectus for location survey proposed by the Oregon State Highway Division:

Boones Ferry Road-Pacific Highway East Section
Hillsboro-Silverton Highway, Marion County

Your special attention and recommendations will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Assistant Design Engineer

Attachment

cc: F.B. Klaboe
L.H. Young
T.C. Roake
C.G. Swenson
W.H. Tebeau
F.E. Terpin
R.D. Asburry (2)

RECEIVED
JAN 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 9 - 1970

1-7-70

PREFIX NO. 124-1439

FOR FILING
7777

LOCATION PROSPECTUS
BOONES FERRY ROAD-PACIFIC HIGHWAY EAST SECTION
HILLSBORO-SILVERTON HIGHWAY
MARION COUNTY

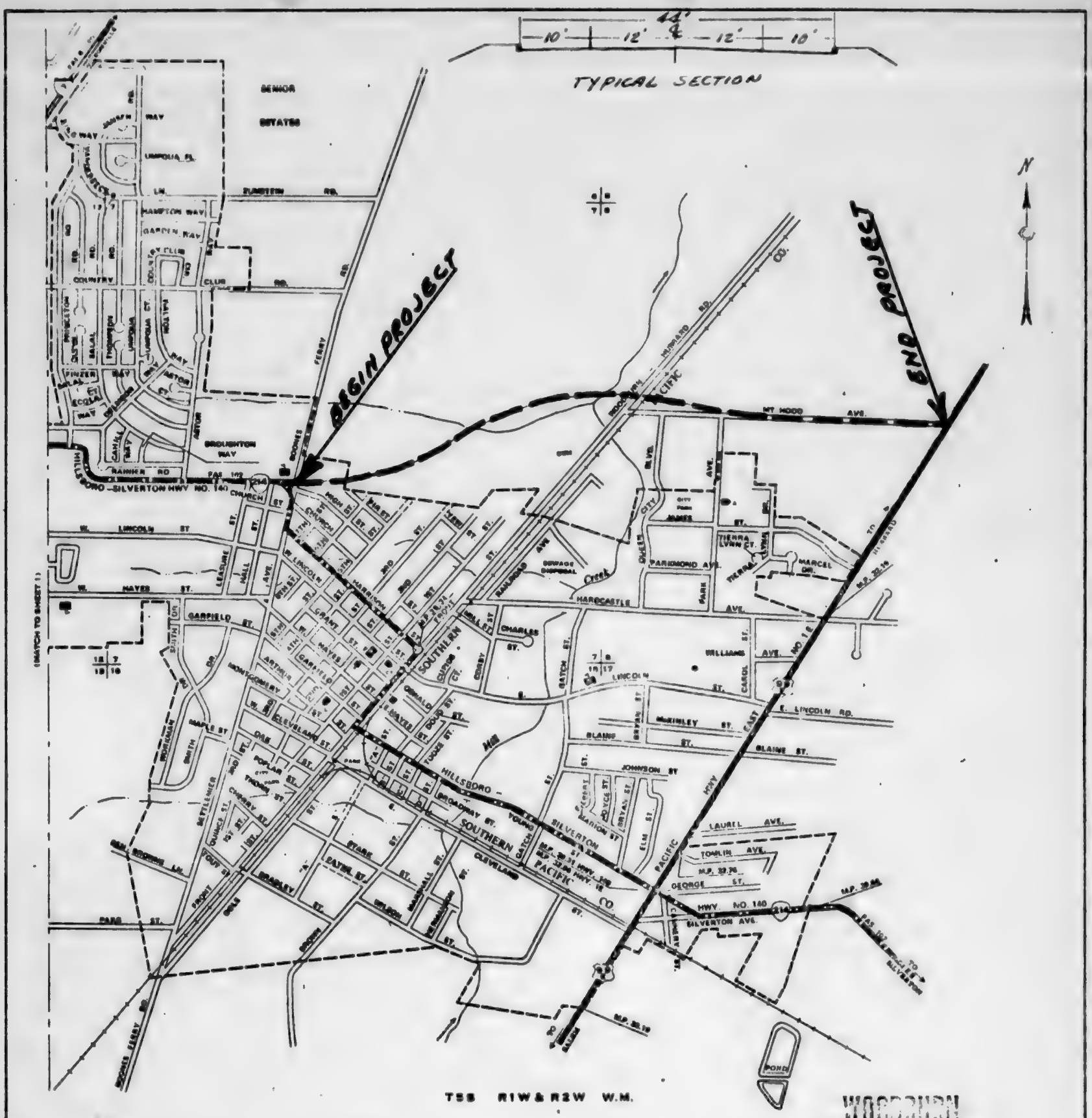
HIGHWAY:	Hillsboro-Silverton. State Secondary No. 140; Federal-aid Secondary No. 102.
TERMINI:	The westerly terminus is at the junction of the Hillsboro-Silverton Highway and Boones Ferry Road in Woodburn (M.P. 37.9). The easterly terminus is at the junction of the Woodburn-Estacada Highway and Pacific Highway East.
LENGTH:	1.4 miles.
PROGRAM:	Funds by county, city and state.
NARRATIVE:	This will be a location survey to prepare plans, specifications and cost estimates for grading, paving and structure on new alignment. Soils investigations will be conducted. Any drainage problems will be studied and appropriate action will be taken. A reconnaissance study has been made. An economic analysis is not needed at this time. Any widening done on Mt. Hood Avenue will be on the northerly side.
CHARACTERISTICS:	Estimated ADT is 2,000; projected estimated ADT is 4,500.
STANDARDS:	Class A(2). Deviations from State or AASHO standards are not anticipated.
TYPICAL SECTION:	Two 12-foot travel lanes with 10-foot shoulders and curbs.
STRUCTURE:	Underpass under Southern Pacific Railroad and Front Street.
ACCESS:	Limited to location.
ADD'L FACILITIES:	There are no major streams or airports affected by this project.
MATERIAL:	Commercial sources.
AGREEMENTS:	Agreements with Marion County, City of Woodburn and Southern Pacific Railroad Company will be required. An opportunity for a public hearing will be offered.
UTILITIES:	Routine utility adjustments may be necessary.
PARKS:	None affected.

January 7, 1970
Attachment

NOTED
TOM EDWARDS

cc: Oregon State Game Commission
Bureau of Public Roads (3)
R.D. Asburry (4)
Forrest Cooper
Tom Edwards
F.B. Klaboe
V.D. Wolfe
D.J. Barbee
F.B. Crandall
F.L. Hall
E.S. Hunter
Ivan Merchant (4)
D.H. Moehring (3)
F.D. Morgan
L.H. Young
J.M. Cartwright (2)
R.N. Chase
H.S. Cox (2)
B.L. Gifford
W.N. Hackleman
V.J. Johnson
A.D. Olson
R.E. Olson
Jack Rowland
Robert Royer
C.G. Swenson
W.H. Tebeau
F.E. Terpin
F.W. Yarbrough (2)

RECEIVED
JAN 3 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER



T5S R1W & R2W W.M.

LEGEND

- FAI FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN
- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

WOODBURN

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 6,510

Scale in Feet

SHEET ARRANGEMENT

Revised January 1969

SHEET 2 OF 2 SHEETS

RECEIVED
DEC 5 - 1969
Jan to
FILING

7722

December 31, 1969

Mr. George F. Brice, Jr., President
Security Bank of Oregon
316 S. W. 6th Avenue
Portland, Oregon 97204

Dear Mr. Brice:

Re: File No. 43915
Baldock Freeway-Woodburn Section
Hillsboro-Silverton Highway
Marion County

This is in reference to our proposed offer to purchase 0.34 acre of property located near the "S" curve east of I-5 in Woodburn and your resultant letter to Mr. Thaddeus Bruno.

When we learned this land was for sale, it was decided the Highway Division should have it appraised and make an offer to purchase it for possible future needs when the "S" curve is revised. We do not have a firm design for relocating the highway and our right-of-way needs are not known at this time. It is not our policy to condemn property unless we have a definite proven need for it. In this case, since design work has not been completed, we cannot prove need.

Inasmuch as our offer of purchase is unacceptable to you, we hereby withdraw it. We are sincerely sorry if we have caused you any inconvenience.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

DJB sr

F. B. Klaboe
Assistant State Highway Engineer

cc: Thaddeus B. Bruno
bc: R. L. Porter
Forrest Cooper
V. D. Wolfe
D. H. Moehring

(I believe that we can get by without this property when we get around to doing the work, especially since there is such a great deal of difference as to value.)

R. D. Asburry
D. J. Barbee

SECURITY BANK OF OREGON
PORTLAND, OREGON

GEO. F. BRICE, JR.
PRESIDENT

December 15, 1969

Mr. Thaddeus Bruno
Jackson Tower Building
806 S W Broadway
Portland, Oregon

Dear Ted:

Recently I had the pleasure of visiting with Mr. Roy Horine, Right of Way Agent, Highway Division of the Department of Transportation. He left with me a form letter, File #43915, offering $7500. 00 for an acre of land which faces on the access road between the freeway and downtown Woodburn. This is for the purpose of straightening out a rather bad "S" curve.

Unfortunately the City of Woodburn recently refused to rezone this property due to pending condemnation, therefore causing me to receive an offer of $7500. 00 on a piece of land I value at about $30, 000. 00. I pointed out to him that a great deal of time and problems could be eliminated if the Commission would simply trade me the land that they will create on the other side of said right of way and then I would have a lot of similar value to that I previously had and no one would be unhappy. He informed me that his job was to make the offer, which he had done, and he would deliver my suggestion to his supervisors for consideration.

Knowing that the wheels of the Gods grind slowly sometimes and sometimes in a manner that is absolutely impossible for me to understand, I would appreciate your assisting this idea if possible.

Best wishes for the holiday season.

Sincerely,

George F. Brice, Jr.

GFB:mr

226-7331
316 SW 6th

RECEIVED
DEC 17 1969

FOR FILING
7777

Salem, Oregon 97310
December 16, 1969

Woodburn Bypass Section

Mr. D. O. Barbee
Design Engineer
BUILDING

You will shortly begin a survey for this new alignment bypassing Woodburn to the north. Near the proposed new crossing of the Southern Pacific railroad, your projections swing northerly of the graveyard.

Please make an alternate study of passing to the south of the graveyard and still meeting Mt. Hood Avenue for the last section of the location. You are also instructed to lay your line along Mt. Hood Avenue whichever line is chosen so that all the right-of-way needed will be acquired from the north side of the highway.

In regard to the comparative studies to be made in the vicinity of the cemetery, please make them in the office using available information and advise me of the estimates for each before actually having the field crews run any lines.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

(map returned)

RECEIVED
JAN 7 - 1970

7777

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10, 1969

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

SUBJECT:

To: R. L. Porter
Deputy State Highway Engineer
O F F I C E

Sumplace
RLP

On this date, a meeting was held in my office to discuss improvements on Highway 214 in the vicinity of Woodburn. The following people were in attendance:

Henry C. Mattson	Chairman, Marion County Board of Commissioners
Harry Carson, Jr.	Marion County Commissioner
Pat McCarthy	Marion County Commissioner
Ted Kuenzi	Assistant Director of Public Works Marion County
Don Burlingham	Mayor, City of Woodburn
Arthur R. Johnson	City Manager, City of Woodburn
Forrest Cooper	State Highway Engineer

Out of a group discussion, the following came to light:

They have cash funds available in an amount of $205,000. They also have pledges for donations for part of the right-of-way. They were unable to state in definite terms just how much, but they hoped that the figure would be somewhere in the vicinity of 50 percent. A decision was reached to proceed as follows:

The State will run the location centerline and prepare right-of-way descriptions. It was requested that the right-of-way be held to 90 feet if possible on Mount Hood Street westerly of 99E.

NOTED
F. B. KLABOE

The remainder of the right-of-way would be 100 feet, except where modifications were indicated because of topography, structures, and other considerations. Right-of-way options are to be prepared and turned over to Marion County. The County, in cooperation with the City of Woodburn, will acquire all necessary rights-of-way. A determination as to right-of-way values, either the actual cost or by appraisal of donated parcels, will operate as a credit to the County-City in the financial structure.

The County stated that they were not equipped to handle the railroad grade separation matter and I agreed that the State would do this. This includes negotiation with the Railroad and actual design and construction features.

The County indicated that they might be in a position to do part or all of the construction and if it appeared that this could be done more cheaply than by the State, resulting in a savings, I told them that I saw no objection to this procedure.

It is my opinion that this location can be done by direct methods. A crew should be assigned as soon as possible and it should be instructed to make the location as simply as possible without resorting to "P" lines, contours, and all of the other trappings that could be added. A vicinity map will, of course, be necessary at the railroad crossing.

Two unrelated items were discussed:

(1) The County suggested that we investigate taking out a dogleg on Highway 214 immediately east of the Oregon Electric Railroad, as projects were under consideration in that area which would make a future revision difficult. Please do this.

(2) It was requested that the State immediately prepare right-of-way descriptions for the Lambert Bend Bridge project in Yamhill County.

Forrest Cooper
State Highway Engineer

FC:fn

cc Victor D. Wolfe
Tom Edwards
F. B. Klaboe
D. J. Barbee
F. D. Morgan
D. H. Moehring
H. S. Cox
R. D. Asburry
Jack Sollis

9/10-11

7-18-69

Marion County ... Bypass Route

Some $150,000 in funds were authorized Wednesday by Marion County Commissioners toward the construction of the Woodburn bypass section of Hillsboro - Silverton Highway.

Most of the million dollar bypass project will be financed by the state, although the City of Woodburn will provide $50,000. An additional $30,000 will be assessed to frontage property owners.

County Director of Public Works John Anderson said the bypass begins at Woodburn High School, runs to Mt. Hood Avenue and then intersects with Highway 99E at the Molalla junction.

He said there are still surveys, public hearings and right-of-way negotiations to be accomplished before bids are called for.

This process could take "a yea... C... thor... the... as t... stru... Brid... high... link... lem... Lo... brid... last...

The board okehed a request from Sheriff Jack Utterback to add a jailer to the midnight to 8 a.m. shift at the jail. He said in the past year, "we have had two suicides when only one jailer was on duty."

He added that "we're getting more and more persons in who are going through withdrawal from narcotics" and they need to be watched carefully.

Three zone change requests also were approved by the board. They are from:

— Cecil Sauvageau, RA (residential - agriculture) to C-2 (business) for property on Highway 99E just north of Hubbard city limits.

— William E. Schram, FR-5 (farm - recreational) to RAR (residential - agricultural - recreational) at Silverton Rt. 1 Box 295A.

RECEIVED
SEP 15 1969
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

7777

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

September 12, 1969

Mr. John Anderson, Director
Marion County Department of Public Works
Courthouse
Salem, Oregon 97301

Mr. Arthur R. Johnson, Manager
City of Woodburn
City Hall
Woodburn, Oregon 97071

Gentlemen:

Enclosed herewith for your consideration are five copies of a proposed letter-form agreement concerning participation of costs for the anticipated construction of the Pacific Highway East-Boones Ferry Road Section of the Hillsboro-Silverton Highway, State Secondary Highway No. 140 (Woodburn Bypass), lying in Marion County and partially within the corporate limits of the City of Woodburn.

Under the terms of this proposal, State is to conduct a field survey and prepare an estimate of cost for the project. If the total estimate should be $1,000,000 or less, construction of the project may proceed as funds become available; however, in the event a cost estimate exceeds $1,000,000, State, County, and City must re-negotiate the terms of cost participation. Upon completion of the project, City is to assume jurisdiction of the existing highway alignment through the city.

NOTED
R. L. PORTER

MARION COUNTY

Please study the contents of the proposal and, if acceptable to you, present it to the Board of County Commissioners for their consideration and execution, have the County Clerk attest and affix the County Seal, and forward four signed copies to the City of Woodburn. You may retain the fifth copy for your information and files.

CITY OF WOODBURN

Consider the terms of the proposed agreement and, if acceptable to you, please present it to the City Council for their consideration. Request the Council to adopt a resolution authorizing the Mayor and R ecorder to execute the document. Forward four signed copies of the agreement and resolution to this office for presentation to the

Highway Commission. After certification by the Highway Commission Secretary, fully executed copies will be returned to each signatory for their permanent records.

We trust this agreement will meet with your approval. If we can be of further assistance concerning this, or any other matter, please feel free to call 364-2171, extension 1067.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

MCH:mm
Encl.

(cc: Mr. Arthur R. Johnson, w/attach.)

bc: R. L. Porter
F. B. Klaboe
Victor Wolfe
D. J. Barbee
R. D. Asburry, w/attach.

RECEIVED
SEP 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 4 - 1969
FOR FILING
7777

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 3, 1969

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

SUBJECT: Letter-form Agreement
Woodburn Bypass Section
Hillsboro-Silverton Highway No. 140
Marion County

Attached hereto for your consideration is a draft of a proposed agreement with Marion County and the City of Woodburn concerning participation of costs for construction of the Woodburn Bypass.

State is to prepare an estimate of cost for the project and, if the estimate is $1,000,000 or less, construction may proceed under terms of this agreement. If the estimate exceeds $1,000,000, State, County and City must re-negotiate the terms of cost participation. Upon completion of the project, City is to assume jurisdiction of the existing highway through the City.

Study the contents of the proposal and, if acceptable to you, please forward to the Design Division for their consideration and return to this office for preparation in final form.

Mainor C. Holmes

Mainor C. Holmes
Engineer Assistant
County and City Division

MCH:lat

Att.

Retd to Cox
9-3-69

NOTED
F. B. KLABOE.

RECEIVED
SEP3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 2 - 1969

FOR FILES

7777

Woodburn

T8S

Woodburn By Pass

11' St. Plan

County	State
# 710,000	# 755,000
12½% 90 000	40% 305 000
# 800,000	# 1,060,000

Info to Porter
Copy to work out # 1,760,000
agreement.

file

RECEIVED
SEP 5 - 1969
FOR FILING
2777

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

~~September 4, 1969~~
August 28, 1969

SUBJECT:

To: MEMO TO FILE

On this date, the following persons met in Mr. Cooper's office to review the previously discussed bypass north of Woodburn on the Hillsboro-Silverton Highway:

Marion County:

Pat McCarthy	Commissioner
John Anderson	Director of Public Works
Ted Kuenzi	Assistant Director of Public Works

City of Woodburn:

Don Burlington	Mayor
Arthur Johnson	City Manager

State Highway Division:

Forrest Cooper	State Highway Engineer
R. L. Porter	Deputy State Highway Engineer
D. J. Barbee	Design Engineer

The County and City people thought they might be able to provide $230,000 and, in effect, asked the State to provide the remainder of the cost of the project. They confirmed that the EDA project was not approved and they would have to raise their share by some other means.

Following the meeting, Mr. Kuenzi and Mr. Barbee re-estimated the project, with the County figure being $800,000 and the State's $1,060,000. The major difference in the estimates is the markup or escalation figure used by the different organizations.

Subsequent to the meeting, County-City was instructed to attempt to secure an agreement or letter of understanding whereby the City would agree to furnish $230,000. If this can be obtained, it is my recommendation that a survey be undertaken so that a definite cost figure can be provided. I further recommend that if local participation in the amount of 25 percent can be obtained, we recommend to the Commission that the work be undertaken.

R. L. Porter
Deputy State Highway Engineer

cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
R. D. Asburry

RLP:ms sr

RECEIVED
JUL 22 1969
FOR FILING

7777

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 22, 1969

SUBJECT:

To: Memo to file

On July 10 the following people met with Mr. Cooper and me relative to the EDA project for a new route for the Hillsboro-Silverton Highway in the northerly part of Woodburn:

Pat McCarthy	Marion County Commissioner
Walter S. Scarborough	President of Council, Woodburn
Arthur R. Johnson	City Manager, Woodburn
John A. Anderson	Marion County
Forrest Cooper	O.S.H.D.
R. L. Porter	O.S.H.D.

The City advised that the proposed EDA project did not receive approval and asked if the Highway Commission would still participate in the project if some other means of local financing could be found.

The group was told that the type of local financing was not of direct concern to the Highway Commission and that we were sure the Commission would stand back of its commitment to provide 50 percent of the project, or $550,000, whichever is the lesser.

The City and County people will take the matter under advisement and will contact us again.

R. L. Porter
Deputy State Highway Engineer

RLP:ms sr
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
R. D. Asburry

RECEIVED
MAR 20 1969
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FOR FILING
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND
7-7-71

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 19, 1969

Mr. John Anderson
Director of Public Works
Marion County Courthouse
Salem, Oregon

211-214 Connection
see 2nd Page

Dear Mr. Anderson:

In reference to your telephone call to this office last week, herewith is a copy of a letter from Mr. W. J. Kvarsten, Director of the Council of Governments, advising that the proposed projects in the vicinity of Woodburn and Silverton are compatible to the long-range plans and study by his agency.

Pursuant to previous discussion and correspondence, the State is holding any action on these two matters until word is received that they have approval of EDA officials for funding etc.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Division Engineer

DNH:mm

cc: Mr. Art Johnson,
City Manager of Woodburn

Mr. Jack Brown,
City Manager of Silverton

bc: Forrest Cooper
R. L. Porter
F. B. Klaboe
D. J. Barbee
R. D. Asburry

NOTED
FORREST COOPER
RECEIVED
MAR 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

COUNCIL OF GOVERNMENTS ★ MID WILLAMETTE VALLEY ★

NOTED
H. S. COX

ROOM 19/MARION COUNTY COURTHOUSE/SALEM, OREGON 97301

March 14, 1969

Mr. John A. Anderson
Director of Public Works
Courthouse
Salem, Oregon 97301

Dear John:

Re: Application to EDA for funds in connection with road improvement projects adjacent to the Cities of Woodburn and Silverton, Oregon

This letter is directed to two specific projects within an application recently submitted to the Economic Development Administration by the Mid Willamette Valley Council of Governments. These projects are regarding:

1. The Silverton Intertie; and C-P-M 5.

2. The connection with State Highway 211 with State Highway 214 in the vicinity of Woodburn, Oregon.

This is to advise that these proposed projections are consistent with and conform to comprehensive plans and programs developed by this agency.

Very truly yours,

W. J. Kvarsten, Director
Council of Governments

WJK/plb

RECEIVED
MAR 17 1969
ENGINEER
COUNTY & CITY DIVISION

cc: Donald Harwell
Oregon State Highway Department

NOTED
DON HARWELL

RECEIVED
MAR 14 1969

7777

March 13, 1969

Mr. Arthur R. Johnson
Woodburn City Manager
City Hall
Woodburn, Oregon 97071

Dear Mr. Johnson:

This is in connection with our letter of November 18, 1968, and your telephone call on March 11 concerning the new highway or street project through the northerly part of Woodburn.

In our November 18 letter, we stated that the Highway Commission had approved participation to the extent of 50 percent of the cost, or $350,000, whichever is the lesser. This is to further advise that this cooperation will consist entirely of State funds.

If anything further is needed, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
H. S. Cox

RECEIVED
MAR 5 - 1969

1-10-69

NOTED
H. S. COX

MEMO TO FILES
January 10, 1969

7777

Boones Ferry Road-Pacific Hwy. East Section
Hillsboro-Silverton Highway No. 140
City of Woodburn

Pursuant to various discussions and correspondence between City and State officials pertaining to subject matter, the writer called Mr. Art R. Johnson, Woodburn City Manager, regarding status of City's loan application for the Economic Development Administration.

Mr. Johnson informed me the application is proceeding through proper EDA officials who have indicated that sometime in February City should receive official word on its application.

The project is estimated to cost approximately $1,100,000 ($1,010,000 construction, $90,000 right-of-way) with the cost cooperation on a 50% State-50% City basis; however, State will be limited to 50% or $550,000, whichever is the lesser. Elimination of a portion of existing highway from the state system will be incorporated into the City-State agreement.

Survey approval, agreements, etc., should be held up pending official notice of EDA-City agreement on application of loan.

D. N. Harwell, Assistant Engineer
County and City Division

DNH:mm

cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
V. D. Wolfe
D. J. Barbee
L. H. Young
C. H. Maison
D. L. Moehring
R. D. Asburry

NOTE, 3/3/69: This date I called Art Johnson re the above, and he reported letters from City, County, Chamber of Commerce, etc., sent to Congressional representatives asking aid in advancing this matter; he also indicated a project number had been assigned but no further details. We should hold off our crews and efforts for the time being and await further notice from him.

D. N. Harwell (mine)
D. N. Harwell

NOTED
HAROLD
REYNOLDSON

RECEIVED
MAR 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

NOTED
R. H. PRANGE

NOTED
MANNOR C. HOLMES

NOTED
P. B. Arnspeiger

NOTED
DON HARWELL

RECEIVED
DEC 1 1968

SP*6228-734

FOR FILING

7777

To:
Woodburn

1879 L

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1968

SUBJECT: Proposed Northerly Woodburn By-Pass

F. B. Klaboe
Assistant State Highway Engineer
O f f i c e

In accordance with your verbal request, we have recomputed the benefit quotient on the proposed northerly Woodburn By-Pass.

This re-analysis takes into account the estimated traffic from the proposed Yamhill-Marion County Bridge and the industrial development in the northern part of Woodburn.

Attached hereto is a copy of this re-analysis.

L. E. George
Assistant Traffic Engineer

...ED
L. PORTER

GLS:mp
cc: W. H. Tebeau

RECEIVED
DEC 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

HIGHWAY PROJECT ANALYSIS
Proposed Northerly
Woodburn By-Pass

ITEM	ROUTE			
	Northerly By-Pass Route A-B-C	Existing St. System		
I. ANNUAL VEH. OPERATION COSTS				
A. TIME ELEMENT COSTS				
a. Passenger Vehicles.....	$ 10123	166277		
b. Light Trucks.....	$ 1003	1507		
c. Heavy Trucks.....	$ 7019	13924		
d. Busses.....	$ 770	731		
e. Total.....	$ 120915	182,437		
B. MILEAGE ELEMENT COSTS				
a. Dist. and Surf. Costs..	$ 220637	281347		
b. Rise and Fall Costs....	$			
c. Alignment Costs.....	$			
d. Traffic Stop Costs.....	$			
e. Accident Costs.....	$ 1336	1475		
f. Total.....	$ 221,973	282,822		
TOTAL ANNUAL VEHICLE OPERATION COSTS ($A_e + B_f$).....	$ 342888	465259		
II. ANNUAL HIGHWAY COSTS				
a. Capital Costs.....	$ 76956			
b. Maintenance Costs.....	$			
c. Operation Costs.....	$			
TOTAL ANNUAL HIGHWAY COSTS.	$ 76956	—		
III. ANNUAL ROAD USER COSTS (I + II)	$ 419844	465259		

BQ

$$\frac{465,259 - 342,888}{76,956 - 0} : \frac{122,371}{76,956} = 1.59$$

RECEIVED
NOV 25 1968
FOR FILING

7772

CITY OF WOODBURN

CITY HALL
WOODBURN, OREGON 97071

November 22, 1968

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Re: Intertie Between Highways
211 and 214, Woodburn, Oregon

Dear Mr. Cooper:

I was delighted to receive your letter indicating approval by the Commission to participate in the proposed new highway linking 211 and 214. Of course, this is predicated on approval by the Economic Development Commission, and our application has been filed and is being processed.

I hope that this proposed project will come to a successful conclusion for the benefit of Woodburn and the State of Oregon. Thank you very much for your prompt action in this matter.

Sincerely,

Arthur R. Johnson,
City Manager

ARJ:rs
cc: Rod Porter
John Anderson

NOTED
R. L. PORTER

RECEIVED
NOV 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

7777

November 18, 1968

Mr. Arthur R. Johnson
Woodburn City Manager
City Hall
Woodburn, Oregon 97071

Dear Mr. Johnson:

This is in response to your November 14 letter soliciting Highway Commission cooperation in the construction of a new roadway from the corner of the existing Hillsboro-Silverton Highway at Boones Ferry Road and High Street to a connection with Pacific Highway East at the Woodburn-Estacada Highway junction, the route to be via Mt. Hood Avenue.

We have verbal approval from the Highway Commission to cooperate in this project to the extent of 50 percent of the cost, or $550,000, whichever is the lesser. The cooperation is based on the premise that the existing Hillsboro-Silverton Highway from the corner at Boones Ferry Road and High Street to its existing junction with US99E will be removed from the State highway system and jurisdiction thereof assumed by the City of Woodburn or others.

Attached is a sketch map on which is shown in red the proposed new construction in which the Commission will cooperate to the extent of 50 percent and shown in blue the area to be removed from the highway system upon completion of the new route.

If anything further is needed, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attach.

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
L. H. Young
E. D. Morgan
R. D. Asburry
H. S. Cox
C. H. Maison
D. H. Moehring

RLP:ms fn

CITY OF WOODBURN

CITY HALL
WOODBURN, OREGON 97071

November 14, 1968

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: Rod Porter, Deputy
Highway Engineer

Dear Mr. Porter:

As you know Marion County and the City of Woodburn are jointly filing an application with the Economic Development Administration for funds to assist in the development of an Industrial Park. The park is located just outside of the present City limits, north of Mt. Hood Road between the Southern Pacific Railroad and Highway 99E.

Funds have been made available by EDA to assist in projects encouraging more payroll and industry into the community. Grants are available up to 50% of the cost for areas that have had a high percentage of unemployment.

The land to be developed for industrial park purposes will be in the hands of the Woodburn Development Corporation. This corporation was formed through the local Chamber of Commerce and ultimately 100 acres will become available for firms desiring to locate plants in the area. We have had considerable interest manifested in the park and already one mobile home manufacturing plant that will employ 150 men initially has filed a letter indicating their preference for the site. A uniform plant and a garment factory are also extremely interested.

In analyzing the needs for the park we projected water and sewer lines as well as access roads within the area. We also feel quite strongly that a direct linkage to the Freeway is vital, and at this time an intertie between Highway 214 and 211 could be achieved with an underpass beneath Front Street and the Southern Pacific Railroad tracks. Now that Marion and Yamhill Counties have voted to supply their share of funds to match EDA funds for the Lambert Bend Bridge this intertie takes on even greater significance. It would provide a direct route from Sandy through to McMinnville and Yamhill County.

This intertie is proposed to be included in our application

for EDA assistance. Without State assistance, however, there is no way of building a road that would be built to proper standards to accomodate truck traffic. It would seem that with 50% of the necessary funds available it would be an opportune time for the State to participate in the construction of a road that would provide such an improvement to the system.

I should like to also point out that probably at no other time will the land be available to provide this extension between the two highways. A considerable portion of the necessary right-of-way is under single ownership and is open field at the present time. This right-of-way can be acquired at no cost if we are able to act promptly. This land, located just outside the limits will not remain fallow in the future as it is valuable property and will be developed.

We recognize the problems confronting the Commission with so many demands in our growing State. I think every Oregonian owes a debt of gratitude for the fine job that the Commission and staff have performed in providing good roads for the motoring public. One only has to travel to other States to make comparisons.

We would submit however that if we are successful in obtaining one-half of the funds, it stretches your dollars much farther and a vital linkage is obtained at a fraction of the cost.

Recognizing that roads have to be maintained and their is a reluctance to add more mileage, the Woodburn City Council has authorized me to make an offer. The offer is that if the State Highway Commission decides to participate in the remaining fifty percent of the intertie, the City will take over maintenance of a portion of an existing State Highway. The portion of State Highway would be #214 from its intersection with Boones Ferry Road and Settlemier Street through the City to Highway 99E.

As we must file our application on or about November 15, 1968, time is of the essence. We respectfully request that our request be expedited so that we may receive an answer as to how to proceed.

Sincerely,

Arthur R. Johnson,
City Manager

RECEIVED
NOV 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER

ARJ:rs

RECEIVED
NOV 19 1968
FOR FILING

7777

November 18, 1968

Oregon State Highway Commission

Gentlemen:

On the agenda for the December 17 meeting will be the matter of cooperating with the City of Woodburn in the construction of a new connection just northerly of the city which will take the place of the existing Hillsboro-Silverton Highway from the corner of Boones Ferry Road and High Street to its intersection with Pacific Highway East. The proposed new route is shown in red on the attached sketch and the route to be eliminated is shown in blue.

The City of Woodburn has requested that the Highway Commission cooperate in this new construction to the extent of 50 percent, with the City providing the other 50 percent. Our estimate of cost of the new work is $1,100,000 which makes the City's and State's share $550,000 each, and the project will be added to the current State Construction Program.

We have been requested for some time to upgrade the present route in Woodburn. Such an undertaking would be expensive, would cause a radical effect on existing property, and probably could not be accomplished in the foreseeable future. Being able to eliminate this section from the Highway Commission's jurisdiction and obtain a new route for 50 percent of its cost appears to be a favorable proposition. The proposal has the added advantage of providing a grade separation with the main line of the Southern Pacific railroad.

This matter was discussed with Chairman Jackson on November 15 and he gave his verbal approval. I recommend that it have your confirmation.

Attach.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
L. H. Young
C. H. Maison
F. D. Morgan
H. S. Cox
D. H. Moehring
R. D. Asburry

RLP:ms fn

FORM E-30 50M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1968

SUBJECT:

To: Forrest Cooper
State Highway Engineer

O F F I C E

Nov 15 '68
Approved
By Forrest Cooper
State Highway Engineer

We have been approached by the City of Woodburn to participate in the cost of a new street that would start at the intersection of the Hillsboro-Silverton Highway and Boones Ferry Road in that city and proceed generally easterly via Mt. Hood Avenue and intersect Pacific Highway East at the present intersection of that highway with the Woodburn-Estacada Highway. The cost of the facility has been estimated by our Department to be $1,100,000.

The City of Woodburn believes that it can secure EDA funds to the extent of 50 percent and is requesting the Highway Commission to provide the other 50 percent. In case the Highway Commission would be willing to undertake this obligation, the City would approve the elimination from the highway system of the present Hillsboro-Silverton Highway between the point of origin of the proposal and its intersection with Pacific Highway East.

I recommend that we approve this proposal for the following reasons:

(1) It is virtually impossible without the expenditure of several million dollars to provide a modern highway facility on the Hillsboro-Silverton route within the city limits of Woodburn. As we know, Woodburn is experiencing a rapid growth, and the demand for improvement will continue to become greater and more vociferous.

(2) The proposal by the City is logical; it will require some changes in state route numbers but it will provide a good connection, a bypass of a great deal of the Woodburn business district, and offer a financial opportunity that probably may not be available in the future.

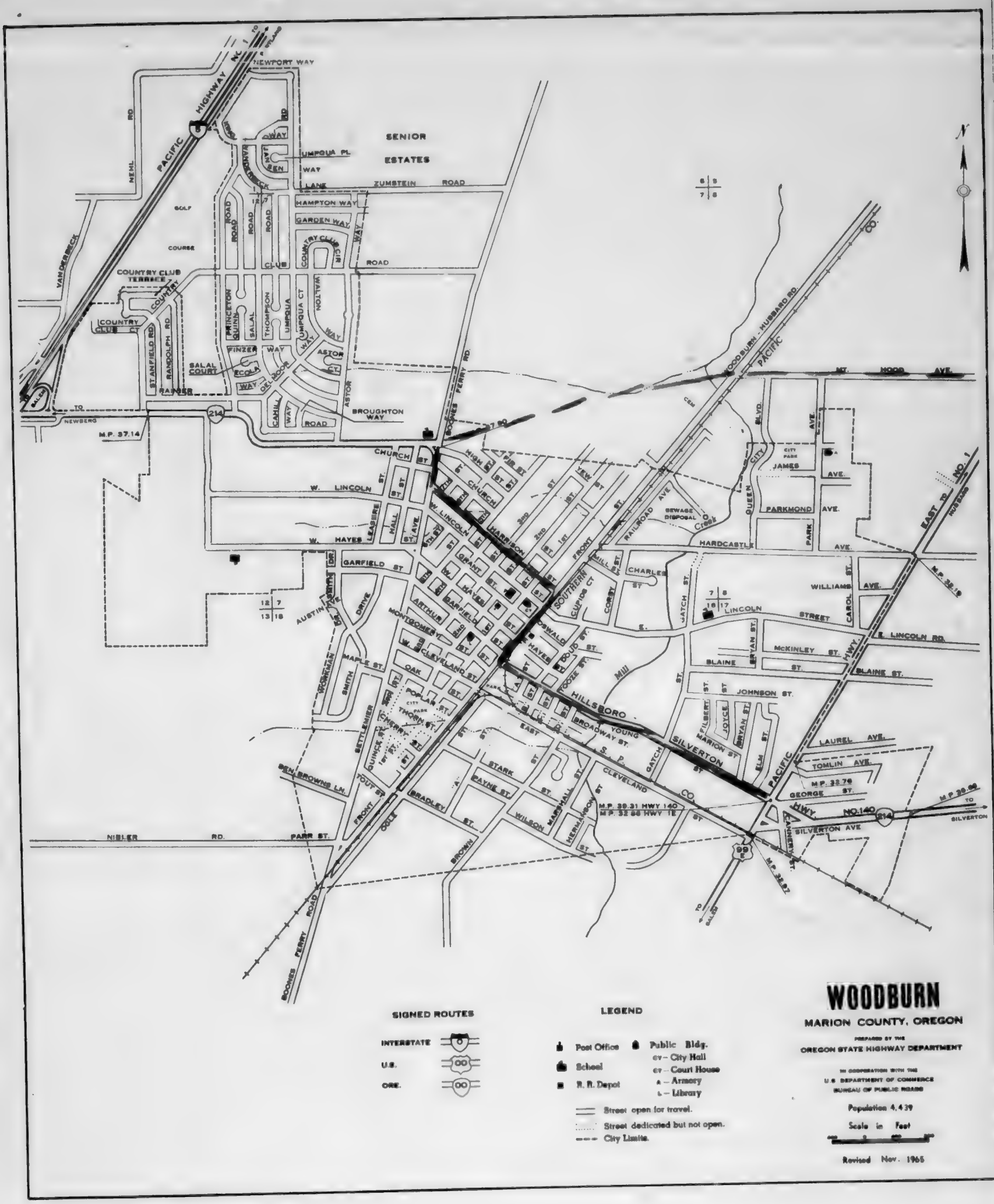
Attached is a sketch map on which I have indicated in red the approximate route of the new highway and in blue the present route of the Hillsboro-Silverton Highway that could be eliminated from the system.

Our people feel that the total cost of $1,100,000 is adequate and that if the project could be contracted today, it probably would overrun the estimate somewhat. It is my recommendation that the City of Woodburn be notified that if the City will assume responsibility for the present route, the Highway Commission will participate to the extent of 50 percent or $550,000, whichever is the lesser.

The City is desirous of having an indication from the Department just as soon as possible, and a telephonic response from the Highway Commission is requested.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
att.
cc F. B. Klaboe
Victor D. Wolfe



SIGNED ROUTES

INTERSTATE 5

U.S. 99

ORE. 99

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - cy – City Hall
  - cr – Court House
  - a – Armory
  - l – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

WOODBURN

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,439

Scale in Feet

Revised Nov. 1965

RECEIVED
AUG 22 1968
FOR FILING
97071

August 22, 1968

Mr. Arthur R. Johnson
City Manager
City of Woodburn
City Hall
Woodburn, Oregon 97071

Dear Mr. Johnson:

We wish to thank you for your letter of August 1 in which you pointed out the possibility of a traffic problem incident to the completion of the Nazarene Church development in the northwest quadrant of the Woodburn Interchange at the intersection of the Hillsboro-Silverton Highway and the Pacific Highway.

Please be assured that the problem you mention will, as it has in the past, receive attention in its proper priority, along with the many other similar problems throughout the state.

Increase of traffic on roads and streets is of continuing concern to the Department and we appreciate your communication advising us of the development of facilities which will affect traffic volumes on the state highway system.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox
R. D. Asburry - Enc.

FORM E-40X—50M—7-66

Routing

Morgan
Decker
Bond
Barbee
Walker

Peaso
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 13 1968
CONSTRUCTION DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 13, 1968

SUBJECT: Woodburn Interchange Section
Hillsboro-Silverton Highway
Marion County

To: F. D. Morgan
Construction Engineer
B U I L D I N G

Attention: George Wills
Chief Locating Engineer

In regard to your request, we contacted the Mid-Willamette Valley Council of Governments, planning agency for Marion County, requesting any additional information that they might have concerning the Nazarene Church development. They were unable to provide any further information.

The 1967 ADT west of I-5 on the Hillsboro-Silverton Highway was 1,800. This is prior to the Nazarene development. The existing two-lane section should be able to accommodate 5,000 ADT before congestion would indicate a four-lane improvement. Based upon an additional 3,200 ADT required before four lanes are justified, it appears that the most sensible solution would be to wait until the Nazarene project develops further. Also, the proposed Willamette River Bridge between Yamhill and Marion counties would add additional traffic, assuming funds become available to make it possible to construct the bridge.

We do not believe that a major conflict will occur due to traffic attracted to the Nazarene tabernacle and the drag strip on Sundays. The tabernacle traffic should peak prior to the peak attraction to the drag strip.

In our estimation, the section of the Hillsboro-Silverton Highway that would reach four-lane warrants due to the Nazarene development would be between I-5 and Woodburn. The 1967 ADT on this section was 4,000 east of I-5 and 6,900 on Settlemeier Avenue south of High Street in Woodburn. Assuming that a portion of the traffic generated by the Nazarene development would be attracted to the shopping areas east of I-5, the 4,000 and 6,900 volumes will increase to the point where some provision to relieve the existing two-lane highway would become necessary.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

LEG:mk

RECEIVED
AUG 6 - 1968

FORM 734-3

7777

Salem, Oregon 97310
August 5, 1968

Highway 214 West of
Interstate Freeway

Mr. F. D. Morgan
Construction Engineer
BUILDING

24HO

Attention Mr. George Wills

In line with our discussion this date, will you please take a "look-see" at Highway 214 in the area outlined in the letter from the City of Woodburn to determine if we should be planning some improvement on this facility in the foreseeable future.

As we discussed, it might be well to take a look at the possibility of this highway being utilized as a connection to the proposed Marion County-Yamhill County Bridge across the Willamette River.

Please provide me with this information prior to Mr. Klaboe's return on August 15.

Victor D. Wolfe
Administrative Assistant

VDW:srb

Enc.

cc: R. L. Porter
F. B. Klaboe

7596

CITY OF WOODBURN

CITY HALL
WOODBURN, OREGON 97071

REFERRED TO
Elsie
BY DEPUTY STATE HIGHWAY ENGINEER
See me Please

August 1, 1968

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

The Woodburn City Council directed me to send a letter to you concerning Highway 214 west of the Interstate Freeway. In this area the Nazarene Church is developing a multimillion dollar campground, together with residential and commercial districts.

The first phase just completed involved the installation of utilities and paved streets for one hundred sixty-two building lots. Work is proceeding for the mobile home area and other buildings in the campground including the tabernacle.

Although the traffic in this area at the present time is certainly not of crisis proportions, the Planning Commission and Council would like to alert your Department of problems in the near future. The tabernacle in the Nazarene campground will accommodate 8,000 people when completed. We can foresee the mixture of traffic on Sundays when thousands of people are going to the campground, coupled with thousands going to the drag strip together with through traffic and the traffic that will be generated with the residential and commercial developments.

The Planning Commission and City Council respectfully request the problem of widening Highway 214 west of the Freeway be considered in your planning for future highway improvements.

Sincerely,

Arthur R. Johnson,
City Manager

RECEIVED
AUG 2 1968
OFFICE OF
STATE HIGHWAY ENGINEER

copy FC

ARJ:rs

RECEIVED
MAR 19 1968
FOR FILING
77701

Woodburn

(879)

March 18, 1968

Mr. Don W. Schuesler
Deputy District Attorney
Marion County Courthouse
Salem, Oregon 97301

Dear Mr. Schuesler:

This is a followup to our telephone conversation on March 15 concerning the plans for a Woodburn bypass.

Early last fall the City of Woodburn and the Marion County Commission suggested that the Highway Department consider a cooperative project for bypassing the Hillsboro-Silverton Highway on the southerly side of Woodburn. The Department then made a reconnaissance type study of the proposition and found that because of the cost and anticipated use, the project would be difficult to justify as an increment of the state highway system.

It was then suggested that the City look into the feasibility of upgrading the existing route with some modifications and this facet is still under study.

If you need anything further, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Klaboe
F. D. Morgan
R. D. Asburry

RECEIVED
NOV 6 1967

FOR FILING
7977

Woodburn

1879

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 2, 1967

SUBJECT: Woodburn Bypass Plan

To: MEMO TO THE FILE

Another meeting concerning the various proposals for alleviating traffic problems in and around the city of Woodburn was held in Mr. Cooper's office on November 1. A list of those present is attached.

The meeting was opened by Mr. Klaboe outlining the results of a study made by the State Highway Department during the past few weeks. He advised those present that we had made a very cursory O-D study in an effort to determine where the majority of people in the area were coming from and destined to. The results of this study showed conclusively that a great majority of them are headed to or through the core area itself and that a bypass to the south of the town as proposed by the City and County would divert only about 1,000 cars a day.

He also advised that the cost of three alternate plans for such a bypass route varied between $3½ and $4 million, depending upon what type of facility is constructed at the intersection of the bypass with I-5. These estimates contemplate a separation of the mainline tracks of the Southern Pacific Company and an interchange with 99E. He further advised that we had made a reconnaissance-type study of a line through the core area. This line would generally consist of four-lane roadways on the east and west ends of town with a couplet facility through the immediate core area. It would not include a grade separation with the mainline of the Southern Pacific railroad.

Mr. Cooper followed up with statements to the effect that the State Highway Department has to look at these things objectively and that whereas the bypass may be desirable sometime in the future, the present need appeared

to be for a penetrating spur-type facility. Furthermore, the State was in very poor financial shape and that the materialization of $3½ to $4 million in the foreseeable future was extremely doubtful. He did suggest that the City spend the next few weeks studying alternates for a line through the core area and return to us their suggestions.

After lengthy discussions on both sides, it appeared that the City and County would drop the request that the State build the bypass line but that they would continue to attempt to tie up right-of-way as such becomes available on the corridor previously selected by the County.

The City also was advised during the discussion that it was generally State Highway Department policy to expect a contribution for improvements within cities of approximately 25 percent of the cost of said improvement. As is usually the case, they advised that they could not foresee any possibility of picking up this 25 percent of the estimated $1 million to construct the facility through the core area. However, they did state that they would study several various proposals for such a line and advise us of the outcome of these studies in the near future.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Tom Edwards
F. D. Morgan
R. D. Asburry

7777 Boones Ferry Rd.-Pac. Hwy. East Sec. 1967
of Hills.-Silv. Hwy.

CONFIDENTIAL

C&A 4425
A&R 515

RECEIVED
AUG 14 1967

FORM S-20 REV. 7-66 SP*6229-734

7777

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 11, 1967

CONFIDENTIAL - NOT FOR PUBLIC RELEASE

To: MEMO TO THE FILE

SUBJECT: Comprehensive Roadway Plan
Woodburn Vicinity, Marion County

CONFIDENTIAL

On August 9, a delegation from Marion County and the City of Woodburn visited with Mr. Cooper, Mr. Porter and the undersigned in the Highway Engineer's office. A list of those representatives follows:

Don Burlingham, Mayor, City of Woodburn
Pat McCarthy, Chairman, Marion County Commission
Henry C. Mattson, Commissioner, Marion County
Harry Carson, Jr., Commissioner, Marion County
John A. Anderson, Director of Public Works, Marion County
Wesley Kvarsten, Marion County Planning Commission
Edward A. Sergeant, City Manager, Woodburn
J. Wallace Gutzler, City Attorney, Woodburn

The subject was outlined by Mayor Burlingham of Woodburn. He explained that the City is probably the fastest growing city in Oregon, having increased at a rate of about 11 percent a year for the last several years. They have recently annexed a large tract westerly of the Baldock Freeway which will be immediately developed into a Nazarene Church Camp complex. There are other developments proposed and under construction just east of the freeway and south of the city proper.

He described to some extent the problems involved with the existing highway through Woodburn, concluding that the City's growth and economic well-being depend absolutely on an improved highway system. He suggested that the State give consideration to cooperating with the City and the County in a bypass route that would leave the Baldock at the Woodburn Interchange and then proceed southerly and easterly

to connect back with the Hillsboro-Silverton Highway immediately south and east of the Birds Eye Cannery. This line would be about three-plus miles in length and the County has established a suggested centerline on the ground. The City has also acquired 100 feet of right-of-way for about 3,500 feet at the north end of the proposal.

Mayor Burlingham also advised that no origin-destination or transportation studies have been performed. It is their opinion, however, that the prime need for the community is a route generally oriented in the corridor described above.

Mr. Cooper made the suggestion that consideration be given to moving the Woodburn Interchange southerly along the Baldock Freeway some unspecified distance, but perhaps as much as 1,000 feet, in order to make a better connection between the proposed bypass and the freeway itself. This would require that the interchange legs on the existing Woodburn Interchange be removed but the structure could remain in place for continuity of the roadway system. The pros and cons of such a procedure were tentatively evaluated by those present and, while there would be many objections to such a plan, it was decided that a study of the possibility would be included in the overall analysis of the proposed bypass.

While not making a definite commitment, the City indicated that they would be receptive to taking the old highway through Woodburn if, in fact, the State would supply the bypass route either with 100 percent State funds or by some cooperative venture by the three parties involved.

After considerable additional discussion, Mr. Cooper suggested that the State Highway Department make a reconnaissance-type study of the possibility of this bypass. This reconnaissance-type study would consist of developing "sketchy" origin-destination information in an attempt to determine if the bypass route suggested is actually located in the prime corridor. It would also produce preliminary cost estimates.

The gentlemen present were unanimous in accepting Mr. Cooper's suggestion and he eventually informed them that we would have something to talk further about in approximately two months' time.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. D. Morgan - Please proceed as directed above with
R. D. Asburry an interim report in one month.

7778 Dabney State Park east of Portland 1972
on Crown Pt. Hwy.
(Grading, paving and facilities)

7778

October 10, 1973

General Insurance Company of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

Gentlemen

On October 10, 1973, we wrote to you concerning release of final payment on Contract No. 7778 awarded to Parker-Northwest Construction Company for work in Dabney State Park in Multnomah County.

Final payment on this contract is $500 and the total contract amount is $201,666.19 including $98.66 for work performed under force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

By
E. H. Graham, Assistant Manager

hs

cc Parker-Northwest Construction Company
1105 17th Street
Oregon City, Oregon 97045

bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn Dick Macek
L. W. Rulien

7778

October 9, 1973

TO Oregon Transportation Commission

FROM

F. B. Klaboe
Administrator and State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7778, Work Completed March 31, 1973

Project Dabney State Park

Highway - -, County Multnomah

Type of Work Grading, Paving and Facilities

Contractor Parker-Northwest Construction Co.

Recommended Acceptance Date October 9, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 24, 1973 for yor formal concurrence.

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart
V. Gallagher

VG:js

7778 Const. 5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Dabney State Park	WEEK ENDING: April 21, 1973
		SECTION PREFIX: 26-3339
	HIGHWAY:	COUNTY: Multnomah
NAME OF JOB: Dabney State Park	KIND OF WORK: Grading, Paving and Facilities	
CONTRACTOR: Parker-Northwest Constr.	CONTRACT NUMBER: 7778	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 6, 1972	DATE WORK STARTED: July 20, 1972	ESTIMATED COMPLETION DATE: a) March 31, 1973 b) March 31, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: a) March 31, 1973 b) May 31, 1973	PERCENT OF TIME ELAPSED: a) 100% b) 87.9%
PROJECT AUTHORIZATION: $229,638.88		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95.4
EXCLUSIVE OF ENGINEERING: $211,429.63	ENGINEERING AUTHORIZATION: $18,209.25	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95.3
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $211,429.63	ENGINEERING COST TO DATE: $17,200.00	DATE PROJECT WAS COMPLETED: April 13, 1973
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION: 94.5 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	~~DRAINAGE~~ PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		3,980			1,750
TOTAL QUANTITIES CORRECTED TO DATE		3,712			1834
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		3,712			1,834
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Lower Toilet Bldg.					Upper Toilet Bldg.		
PERCENT	100					100		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDAY	Rain			
TUESDAY	Rain			
WEDNESDAY	Rain			
THURSDAY	Cloudy			
FRIDAY	Cloudy			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	

REMARKS

Project is complete

SIGNED RC Storms LOCATION Milwaukie

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

RECEIVED

7778

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 5, 1972

TO Mr. Clare Kuiper
Resident Bridge Engineer

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Mirrors - Mary S. Young State Park, Contract 7750
Dabney State Park, Contract 7778

Due to recent complaints from shorter-than-average people, the Highway Administration has requested that "when there are two, mirrors shall be staggered in elevation."

Will you please instruct the general contractors for the above two jobs to install one of the mirrors (both men's and women's sides) two tiles lower or at approximately 3' 3 1/4" above the finished floor.

EDH:dh

cc D. G. Talbot
L. P. Shaw
A. A. Rear
E. D. Heyen
A. E. Johnson

I called this to Ray Wilson's attention 1:50 PM 9/6/72. This height (3'-3¼") is for super pigmy types ... is at least 20" vertical.

RECEIVED
SEP 6 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

5

RECEIVED
AUG 7 1972
FOR FILING

7778

August 4, 1972

Mr. Chuck Dalby
Route 2, Box 1409
Sandy, OR 97055

Dear Mr. Dalby:

The problem you mentioned in your telephone call to Mr. Bob Oliver of the Governor's Office concerning parking adjacent to Dabney State Park is an old one and, in theory, should not exist since the road has been posted "NO PARKING" for a long time. However, vandalism of the signs and parking in spite of the signs are rather common.

The situation will be altered in the near future, as this summer we have a project in Dabney State Park which will result in increased parking area and day-use facilities. By next season, parking areas within Dabney State Park should take care of the present overflow onto the road.

Sincerely,

George M. Baldwin
Administrator of Highways

cc Mr. Bob Oliver

bc Sam Haley

bcc Tom Edwards
F. B. Klaboe
Lloyd P. Shaw
D. G. Talbot

LPS:ajw ja

STATE OF OREGON

INTEROFFICE MEMO

file
S
Copies to:
Elmore
Blaine
Shaw
Talbot

TO: Sam Haley
Dept. of Transportation

DATE: July 7, 1972

FROM: Bob Oliver
Ombudsman

SUBJECT: Dabney State Park

On July 7, 1972, Chuck Dalby (Route 2, Box 1409, Sandy, telephone 630-4248) called to complain about the situation at Dabney State Park. He says there is a wide shoulder along the highway just outside the park, that formerly was used as parking. The park itself has a very small parking area that is completely inadequate on weekends. About six years ago, according to Dalby, the shoulder was marked "No Parking." Many people continue to park along the shoulder and are cited.

Dalby suggests either that some devices be placed along the shoulder to prevent people from parking when they do not see the signs, and subjecting themselves to a fine -- or that the parking place for the park be enlarged to accommodate weekend crowds.

Answered
8-4 by GMB

Noted
Gary L. Ross

RECEIVED
JUL 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

7778

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 21, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT

Footpaths and Bicycle Trails
June 29 Bid Letting

Bids will be taken June 29, 1972, on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project:

1. Rickreall-Independence Junction Section
Willamina-Salem Highway, Polk County
Grade, Pave, Structures, Signal Project

Sidewalks will be provided for 1 mile on the easterly end of the project, ending at the intersection of the old highway.

2. Canyon Creek Bridge Section
Woodburn-Estacada Highway, Clackamas County
Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established. . .if. . .the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

(more)

3. Esplanade Street-Fort Klamath Road Section
Klamath Falls-Malin Highway (FAS 415), Klamath County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. 2nd Street-Spruce Street (La Grande) Section
La Grande-Baker Highway, Union County
Signal and Sign Project

Same as No. 3.

5. Humbug Creek Bridge Section, FAS 912, Clatsop County
Grade, Pave, Structure Project

Same as No. 2.

6. Boones Ferry Road-Pacific Highway East Section
Hillsboro-Silverton Highway, Marion County
Grade, Pave, Signals, Structure Project

Same as No. 2.

7. Oregon Coast Highway at Broadway (Seaside) Section
Oregon Coast Highway, Clatsop County
Traffic Signal Project

Same as No. 3.

8. Mt. Angel (Garfield Street) Section, Marion Co.
Grade, Pave Project

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 3(a) which states that "The amount expended by the commission or by a city or county as required or permitted by this section shall never in any one fiscal year be less than one percent of the total amount of the funds received from the highway fund. However, this subsection does not apply to a city in any year in which the one percent equals $250 or less."

9. Stayton (Locust Street) Section, Marion County
Grade, Pave Project

Same as No. 8. This street has existing sidewalks.

(more)

10. Jefferson (Church Street) Section, Marion County
Grade, Pave Project

Same as No. 6.

11. Columbia River (Astoria) Bridge
Oregon Coast Highway, Clatsop County
Painting Project

Same as No. 3.

12. Charleston (South Slough) Bridge
Cape Arago Highway, Coos County
Painting Project

Same as No. 3.

13. Dabney State Park, Multnomah County
Grade, Pave, Park Facilities Project

Footpaths and trails will be provided under this project.

14. Antelope Creek Bridge, Bigham-Brown Road, Jackson Co.
Structure Project

Same as No. 2.

These matters will be on the agenda for the June 27 meeting and your approval is requested.

JDM:jp ia
bc Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
V. D. Wolfe
C. G. Swenson
Gary Sund
Gary Ross

RECEIVED
JUN 20 1972
FOR FILING

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

6-20-72

TOM McCALL
GOVERNOR

1776

Noted
GEORGE M. BALDWIN

Kurt H. Selvig, HN USN HC
Patient Affairs
Naval Hospital
Bremerton, Washington 98314

Dear Mr. Selvig:

Thank you for your letter advising me of your unfortunate experience at Dabney State Park.

I have contacted the Highway Division regarding the no-parking policy along the highway adjacent to Dabney State Park.

Because of the congestion, people and heavy traffic volume, it was necessary to prohibit parking on the roadside shoulders to reduce the possibility of serious accidents.

A contract will be let in the near future to construct additional parking areas and other park facilities to accommodate the large number of people wishing to visit this very popular state park.

Thank you for your concern and for taking the time to write me.

Sincerely,

Governor

TM:da
bcc: Highway Division

RECEIVED
JUN 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

5-17-72 Selvig to Highway

NAVAL HOSPITAL
BREMERTON, WASHINGTON 98314

USNH PATIENT AFFAIRS
MAY 16, 1972

TO: THE HONORABLE GOV. TOM McCALL
OREGON STATE CAPITOL BUILDING
SALEM, OREGON

ATTENTION: GOVERNOR McCALL

DEAR SIR,

I WRITE THIS LETTER WITH CONCERN FOR NOT ONLY THOSE INVOLVED IN THE CASE IN POINT, BUT FOR THOSE WHO MIGHT SUFFER THE SAME CONSEQUENCES IN SOME SIMILAR SITUATION IN THE FUTURE.

WHILE DRIVING ON THE COLUMBIA RIVER SCENIC HIGHWAY IN THE VICINITY OF DABNEY STATE PARK ON THE 14TH OF MAY, 1972, I OBSERVED IN THE COMPANY OF TWO WITNESSES, TWO UNIFORMED MEMBERS OF THE COUNTY SHERIFF'S DEPARTMENT WALKING FROM CAR TO CAR AND CITING EACH ONE FOR ILLEGAL PARKING. ON THIS PARTICULAR DAY, THE PARK WAS CROWDED, THE PARKING LOT FULL, AND THE VEHICLES BEING CITED WERE OFF TO THE SIDE OF THE ROAD. THERE WERE NOT JUST A FEW CARS PARKED IN THIS MANNER. THERE WERE OVER TWENTY-FIVE, AND MORE WERE COMING.

TWO "NO PARKING" SIGNS WERE DISPLAYED IN THE AREA; HOWEVER, WITH THE PARKING LOT FULL, I COULD SEE NO OTHER ALTERNATIVE BUT TO PARK ON THE SIDE OF THE ROAD WHERE THERE WAS PLENTY OF ROOM WITHOUT CREATING A DANGER TO PEDESTRIANS OR MOTORISTS.

I FULLY REALIZE THAT PARKING WITHIN THE BOUNDARIES OF THE POSTED SIGNS CONSTITUTED BREAKING THE LAW, AND THERE CAN BE NO EXCUSE FOR THAT. BUT I DO BELIEVE THAT IF SIGNS OF THAT NATURE ARE TO BE PLACED IN AREAS OF PUBLIC RECREATION, ADEQUATE PARKING FACILITIES SHOULD FIRST BE MADE AVAILABLE. IF ANY ONE OF THE MANY WHO RECEIVED THE CITATIONS IS ABLE TO "BEAT THE RAP," IT COST THEM, AT THE VERY LEAST, THE INCONVENIENCE AND HUMILIATION OF APPEARING IN COURT TO STRAIGHTEN THE MATTER OUT. IT COST THE REMAINING UNFORTUNATES MONEY TO ATTEND A "FREE" PUBLIC BEACH AND PICNIC GROUND.

I OFFER THIS AS A SUGGESTION: INVESTIGATE THE PROBLEM FOR YOURSELF. I THINK YOU WILL REALIZE THAT A PROBLEM DOES EXIST ONCE YOU SEE THE "MEN IN GREEN MAKING THEIR QUOTA" ON A WARM, SUNNY SUNDAY. . .

THANK YOU FOR YOUR PATIENCE AND CONSIDERATION.

SINCERELY,

Kurt H. Selvig

KURT H. SELVIG HN USN HC

RECEIVED
MAY 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

copy to: STATE PARK RESERVATIONS

RECEIVED
JUN 13 1972

FOR FILING

7004

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 2, 1972

TO L. Rulien
Region 1 Engineer

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Dabney State Park
Multnomah County
Bridge No. 7448B

NOTED
A. E. JOHNSON

Enclosed are five sets of reduced plans and specifications for the above project.

Please obtain necessary permits from the local building officials and county sanitarian for the contractor's work.

If additional permits or agreements are necessary, please obtain them. Plans and specifications have been sent to the Fire Marshall and the Department of Commerce.

The estimated cost of the two toilet buildings is $62,000.

This project is currently advertised and bids will be opened June 29, 1972.

DOC/ag
Attachs.

cc A. E. Johnson
D. G. Talbot
A. A. Rear
C. G. Swenson

RECEIVED
JUN 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 1 - 1972
FOR FILING

RECEIVED
APR 20 1972
SIGN

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member

April 17, 1972

Mr. George M. Baldwin
Highway Division
Highway Building
Salem, Oregon 97310

Attention: Frank Hall

Dear Mr. Baldwin:

DABNEY STATE PARK, MULTNOMAH COUNTY

The above proposed improvement project has been reviewed for comment.

Our area manager (Mel Collins) made a field evaluation regarding the proposal and existing condition in the stream system. His report indicates the following.

The stream is quite small at the present time and badly clobbered by winter storms. There were a few salmonoid fry seen in the lower section but the stream probably produces both steelhead and resident trout. There are several fish passage obstructions existing, including an 18" drop at the lower end of the highway culvert. Mel feels the obstructions are only minor and could very readily be corrected.

Summertime should be all right for a recreation period in the ponds but fish passage will be needed around September or October. This may require as little work as pulling stop logs to provide clear passage.

We suggest that interested parties contact Mel for specific details and recommendations.

Melvin D. Collins
Fish Commission of Oregon
Management and Research Headquarters
17330 S.E. Evelyn Street
Clackamas, Oregon 97015
Phone: 656-1457

NOTED
E. S. HUNTER

Your interest and cooperation on this project is appreciated.

Sincerely,

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon State Game Commission,
Koski and Massey

cc: E. S. Hunter
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Tebeau
F. E. Terpin
L. W. Rulien (2)

RECEIVED
APR 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 16 1972
FOR FILING
.2778

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

FILE

Salem, Oregon
March 7, 1972

SUBJECT:

To: David G. Talbot
State Parks Superintendent

OFFICE

Attached are environmental impact drafts for Dabney and Silver Falls State Parks development proposals. They are presented in two forms—one is a narrative type description of the project and the environmental aspects; the other is based on a form worked up by McCallum's boys. From the Planning Unit's standpoint, I think we prefer the brief narrative approach. If the check-list form type is preferred, we suggest using only the check-list portion and not elaborating on the moderate or major, long-range and short-range effects. It requires too much personnel time and a degree of expertise of which no one individual possesses.

At your convenience, would you please give these a brief review and comment as to adequacy or preferability, as far as you are concerned.

Larry Jacobson
Parks Planning Supervisor

LJ:aw

Attach.

RECEIVED
MAR 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

7779 Rickreall-Indep. Jct. Sec. of Will- 1972
amina-Salem Hwy. west of Salem.
(grad.,pav.,struc.,ill,sig,signs) #2

BA 688 - 5/16/72
HD 5114

7774

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

12-31-75

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Polk	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
12-31-75	R. Schimelfenyg, Engr Trainee	EHS-F-RF-325(7)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
8-2-74	12-23-74	X A-112 Total - 85 %	A - 220 CWD Total - 575 CWD

APPROVED EXTENSIONS	LOCATION
None	See below

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JAN 06 1976

RICKREALL-INDEPENDENCE JUNCTION SECTION
WILLAMINA-SALEM HIGHWAY
Grading, Paving, Structures, Signing, & Illumination

At the time of final inspection made by P. V. Riedl, Area Engineer, in company with OSHD officials on August 2, 1974, the project was recommended for acceptance.

Washington

Work under phase "A" of the contract was completed in 247 CWD and the contractor was assessed a penalty for liquidated damages (27 days @ $210). FHWA did not concur in a 14-day time extension for phase "A" approved by OSHD on October 10, 1974.

NOTED
H.S.COULTER

RECEIVED
JAN 7 1976
Office of
Assistant State Highway Engineer
1-7-76
ey Const.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE P. V. Riedl /S/R Schimelfenyg		SIGNATURE G. K. Hossner Original signed by G. K. Hossner Dist. Engineer	
TITLE Area Engineer	DATE 1/2/76	TITLE District Engineer	DATE JAN 06 1976

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

~~REGION FILE COPY~~ STATE COPY

FORM APPROVED
BUDGET NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

CALL — *To be completed by Washington Headquarters Personnel*

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ( ) RURAL (X)
Oregon	Polk	EHS-F-RF-325(7)	

	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED
CARD A		CONSTRUCTION TYPE CODES		6203	X020 X181	July 25, 1972
CARD A	20	FINAL CONSTRUCTION COST	DOL.	3,138,362	385,387	DATE COMPLETED: November 1, 1974
CARD A	21	LENGTH OF PROJECT	MILES	5.043	.057	TOTAL NO. BRIDGES: 2

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS: 82,826	GROSS EARNINGS: 637,180	

CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	829,924	206,267
CARD B	9	PETROLEUM PRODUCTS	GAL.	331,589	
CARD B	1	CEMENT	BBL.	6,797.61	
CARD C	2	AGGREGATES PURCHASED	TON.	292,012	
CARD C	92	AGGREGATES PURCHASED	CU. YD.	6,202	
CARD C	3	BITUMINOUS MATERIAL	GAL.	1,204,600	
CARD C	4	LUMBER	THSD BD FT		14
CARD D	5	TIMBER PILING	LIN. FT.		
CARD D	7	REINFORCING STEEL	LB.	44,300	421,471
CARD D	8	STRUCTURAL STEEL	LB.		9,185
CARD D	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	318	3,084
CARD E	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
CARD E	15	AGGREGATES PRODUCED	TON		
CARD E	95	AGGREGATES PRODUCED	CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		11,337
CARD F	17	FENCING	LIN. FT.		
CARD F	18	GUARDRAIL	LIN. FT.	4,457	
CARD F	19	BRIDGE RAIL	LIN. FT.		656
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	42,232	
CARD G	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	83,000	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 | 53 61 | 62 70

CULVERT ITEMS

	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		6"	20
		15"	20
CARD J	13	CONCRETE PIPE	
		8"	1,195
		10"	1,829
		12"	3,307
		15"	827
		18"	918
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
		6"	7,320
		8"	289
		12"	473
		18"	647
		24"	2,358
CARD M	XX	~~XXXXXXXXX~~	
		36"	240
		42"	170
		60"	205
		24" Arch	120

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 10-72)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimte of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 937-978

7779

December 26, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

Federal-aid Project
No. EHS-F-RF-325(7)

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7779, Work Completed August 2, 1974

Project Rickreall-Independence Junction

Highway Willamina-Salem

County Polk

Acceptance: Transportation Commission December 23, 1974

Federal Highway Administration August 2, 1974

All participating work on this project has been completed.

The documents listed below, a requirement of your acceptance of the project, are attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Overruns & Underruns
Progress Estimate and Cost Report, E-498

DC:re

cc: Richard Hacek
R. D. Church

7771 9 8 75 STATE COPY 4/5

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
9-47		COUNTY Polk
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	PROJECT NUMBER EHS-F-RF-325(7)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 30, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,808,162	$ 3,866,843
	RF-1,200,941	RF-1,200,941
Federal Funds	$ F-1,219,526	$ F-1,256,809
Other revisions		

This modification is made for the following reasons:

to include increase in cost of approved EWO and Construction Engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 8th day of September, 19 75.

Oregon State Highway Division
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Engineer)

for G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division
Salem, Oregon, September 2, 1975

Federal Aid Project
No. EHS-RF-F-325(7)

Rickreall - Independence Jct. Section

Willamina - Salem Hwy. In Polk County

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 831+97.68 to Sta. 101+00)

Subtotal on previous estimate of July 24, 1974		$ 3,083,926.75
Previous estimate.		
EWO 11 Misc. Drainage Revisions	All Required	17,886.08
Revised Estimate.		
EWO 11 Misc. Drainage Revisions	All Required	39,713.92
	Net Increase	$ 21,827.84
	Subtotal	$ 3,105,754.59
	Engineering	345,245.41
	Total	$ 3,451,000.00
Total for Structures same as previous estimate of June 30, 1972		$ 415,843.00

Length of Roadway - - - - - 5.043 miles
Length of Structures (2)- - 0.057 mile

Length of Project - - - 5.100 miles

Cost of Roadway per mile- - $684,314.89

SUMMARY OF FUNDS

Description	Total Cost	Rural Primary Funds	Primary Funds	State Funds
Roadway	$3,451,000.00	$1,200,941.00	$ 992,500.00	$1,257,559.00
Structures	415,843.00	- - -	264,309.00	151,534.00
TOTAL	$3,866,843.00	$1,200,941.00	$1,256,809.00	$1,409,093.00

Group 1 - 99% Group 8 - 1%

Prefix 27-1078

Contract No. 7779

7779

R

CON 5

Robert W. Straub
~~XXXXXXXX~~

May 22, 1975

Mr. Norman B. Kobin
Kobin & Meyer
Attorneys at Law
610 S.W. Alder Street
Portland, OR 97205

Dear Mr. Kobin:

Rickreall-Independence Jct. Section
Contract No. 7779

We have reviewed the three items, listed in your April 10 letter, which are in contention. I find there has been quite complete analysis of these items before, including some communications with the contractor. A more complete compilation of the pertinent facts and our analysis of them is attached. We can summarize our present position on the three outstanding items as follows:

1. The contract quantity changes on CTB and shoulder aggregate are interrelated. The overrun in CTB is largely offset by an underrun in the aggregate item. The quantity information you described apparently relates to the entire project, rather than the much shorter early phase segment where the liquidated damages accrued.

2. A "machine" computation of quantities is not necessarily a correct quantity. It is only as correct as the data input. In this case, an erratic cross section was found that had to be corrected and also a duplication of drainage excavation quantity to be deducted. This, of course, is why we have a final checking section.

   The additional borrow excavation payment requested for topsoil restoration in the borrow area depends on plan and specification interpretation. We believe the handling of the material involved here

was a part of the borrow source development plan. The work operations involved were different from and separate from the roadway embankment work (no haul to the project or embankment construction). We believe the special provision under 106.03 particularly makes this distinction and that it was not the intent to make borrow excavation payment for material which was not transported to the project and not used to build embankments. (Note that the requirement is not found under Section 203 which covers the embankment work.)

3. Apparently the subcontractor's force account billings have been resolved now. If there is still some discrepancy here, we would need details from your subcontractor.

I thought it would be more constructive to share information with you in this manner before tying up busy people in a meeting on these subjects. If, after further consideration, you wish to proceed with a Claim Board review, please let me know and it will be arranged.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

Att.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson

Contr. 7779

SUMMARIZATION OF DATA

Relating to Kizer Claim of 4-10-75

1.

a. Bid Item No. 7. - Emb. Foundation Exc. Mat'l.

From daily progress reports, dragline started and completed Emb. Fnd. Exc. in a two day period, (August 15 & 16, 1972). First days operation, 1034.6 c.y. Second day, 85.6 c.y. Hard rains both days (or at night), but scraper operation going on in other cut areas. On the 3rd day, everything shut down, probably because of rains, except dragline moved to Baskett Slough on clean-up.

b. Bid Item No. 19. - Treated Base Mixture.

In order for the C.T.B. trimming machine to trim the surface of the C.T.B. to a true grade, it was necessary to have sufficient material (actually an excess) placed ahead of the machine to have adequate material to fill any low spots and maintain a fairly constant load on its cutting edge. This meant that when the trimmer reached the outer edge of the panel, there would be an excess of material that could not be incorporated into the panel. Because of the trimming operation, this was coarse, segregated material. The contractor was "allowed" to "waste" this material along the outer edges of the panel in the area where shoulder rock would normally be placed, according to the typical section. This, of course, should account for an equal under-run of shoulder rock.

Flemings access road and "F" line detour were not taken into consideration in the original bid quantities. This took an additional 2,457 tons. Yet there was a total under-run. Discounting the two items would indicate an actual over-run of only 1018 ton of CTB, as shown below:

Fleming Access Rd.	1,065 ton	Aggr. Base
"F" line Detour	1,392 "	" "
Under-run quantity	3,938 "	" "
		(plan - 25,000 - placed = 21,062)
Total	6,395 ton	

C.T.B. over-run - 7,413 ton (plan = 129,000 - placed 136,413)

Difference = 1,018 ton C.T.B. over-run, which is quite close considering total quantities involved.

The above only explains reasons for a over-run. Actually, the area involved in the phase A portion is all in a confined area - between curbs - and it would be reasonable to assume that estimated quantities would compare very closely with actual quantities used.

c. Bid Item No. 21. - Class B Asphalt.

Average daily tonnage laid in 1972, based on 7 productive days, was 670 tons. Total tonnage, 1972, was 4,755 tons. It was for stage construction and was performed by a sub-sub.

c. Bid Item No. 21. - Class B Asphalt. (Cont'd.)

Average daily tonnage laid in 1973, based on 32 total days of paving, was 2,082. Out of these 32 days, there were 8 days on which tonnage exceeded 3,000 ton/day. Total tonnage placed in 1973 was 62,098 ton.

A minor amount of 475 ton was placed in 1974 on approaches, etc. This makes a grand total of 67,328 ton. Bid item gross tonnage, was 63,000 ton for an over-run of 4,328 ton. This is only a 6.87% over-run and is normally considered minor.

It would take considerable time to go through all the ticket books to determine what percent of this over-run was incorporated into the phase A portion of the contract. If it were distributed evenly throughout the project, it is conceivable that 24.3% of the over-run would have been used in the phase A portion. This percentage is arrived from linear stationing and square surface area from limed subgrade final quantities. It does not consider "R" line overlay, Fleming frontage road, detour paving (2 sections), or approaches - which would lower the percentage even more.

$$\text{Sta. 1035 to 1101} = \frac{6{,}600' \times 84'}{9} = 61{,}600 \text{ sq. yd.}$$

$$\frac{61{,}600}{253{,}457 \text{ (total limed area)}} = 24.3\%$$

24.3% of the A.C. over-run of 4,328 ton = 1,052 ton possibly related to phase A. This would be approx. 1/2 day, based on 1973 production rates.

Maximum allowable, if any - 1/2 day.

2. Final quantity for Bid Item No. 9. - Borrow Excavation.

A noticeable end area remeasure quantity error, for one cross-section in Garrett Borrow, was picked up through a scan check of the IBM run. The end area was recomputed, confirmed by the pre-checking department and was reduced from the following estimate (No. 25). It amounted to 925.9 c.y.

Pre-check department also picked up an error in borrow area computations lt. of the 967 - 977+90 area. It resulted from an overlap of previously paid for ditch excavation for the same area. This amounted to 68.5 c.y. and was also reduced from est. No. 25. The total was the 994.4 c.y. - as stated.

No change in final quantities required.

The typical section on plan sheet 2B merely states that the topsoil, as indicated by the dashed line on the bottom, is to be removed and replaced. This should be regarded as incidental to development of the borrow source and the quantity involved is not included in any of the plan quantities (neither as topsoil, nor as borrow excavation). The exceptions listed under 203.05 "Excavation not classed as pay excavation" would cover this situation. One has to read 203.12 and get the

intended meaning of "borrow" excavation, namely, material which is "used in the work", to derive the intended meaning of the exception for borrow excavation under 203.05 (c).

Section 203.12 of the Special Provisions gives the contractor the option of using his own sources for borrow or of using Garrett borrow. It stipulates that if the contractor elects to use Garrett borrow, topsoil shall be removed and replaced as set forth in subsection 106.03. It also states that "upon completion of excavation, the area shall be left in a condition which will permit accurate taking of cross sections of the area for computation of pay excavation." This is general for all borrows and not just Garrett.

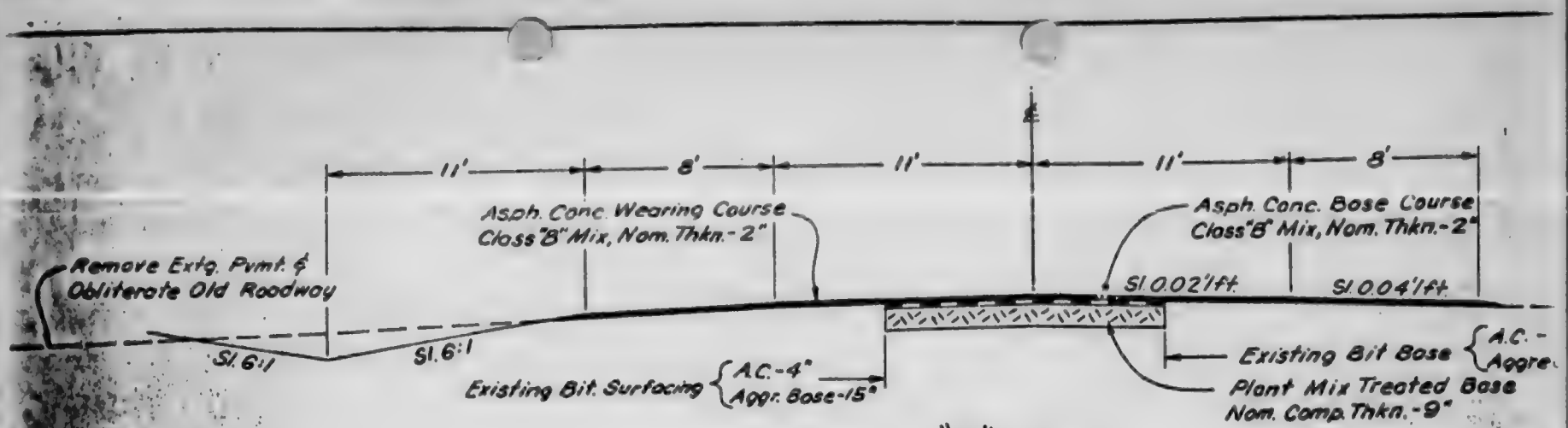
The name of bid item no. 9 is, "borrow excavation" which is covered under section 203. In part 3 of subsection 106.03, second sentence, it states; "After removal of borrow excavation the contractor shall place a 12" layer of this material over the exposed surface as indicated on the plans." This means what it says... after the "borrow excavation" is removed, he is to replace the topsoil.

The material in question here did not go into the work. It stayed at the borrow site; was a part of the borrow development plan. No quantity for it is shown anywhere in the plans. The only logical place it could have been included would have been on sheet 2B, which shows the material source information. It is clearly not in the topsoil quantities, which are more easily checked than the borrow excavation quantities. The quantity would vary according to the extent this borrow area was utilized.

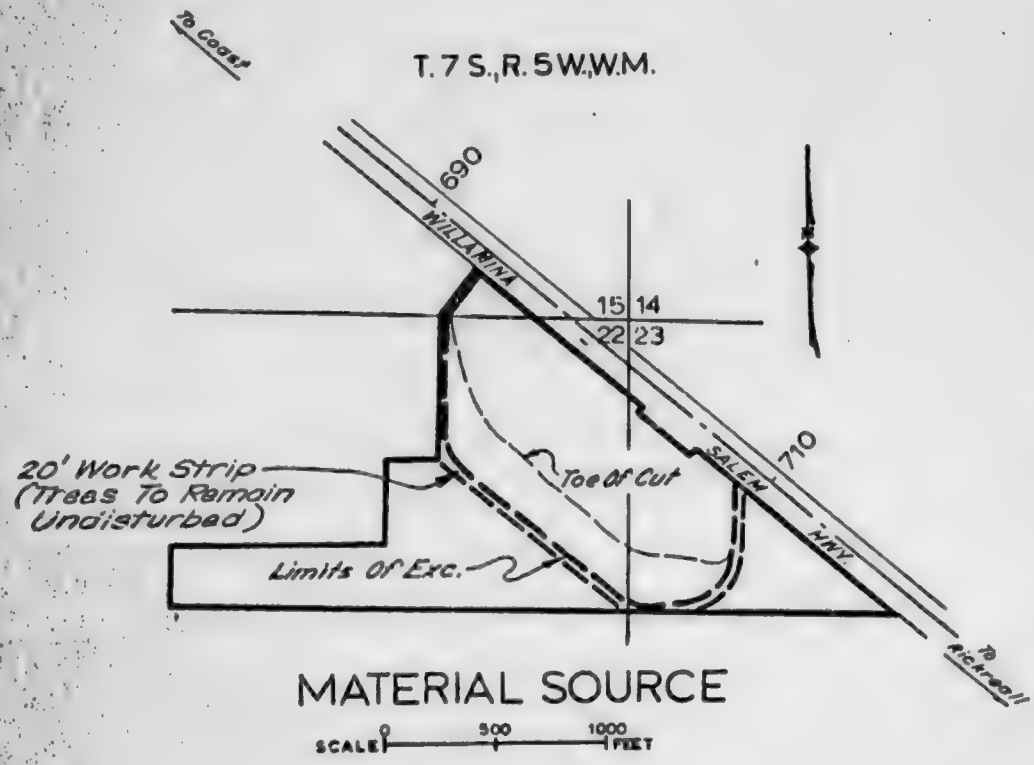
3. This concerns force account payments related to Hamilton Electric, Inc. - a subcontractor.

Art Gottfried was the Bridge Resident on this project and had charge of the items of work related to Hamilton Electric. Both his office and Ken Wolfe's office tried on several occasions to check and process extra work billings that were submitted with numerous errors, duplications, omissions, etc. The billings were returned several times by mail and Mr. Gottfried made several personal trips to their office in Eugene to help them get their billings in order and properly submitted.

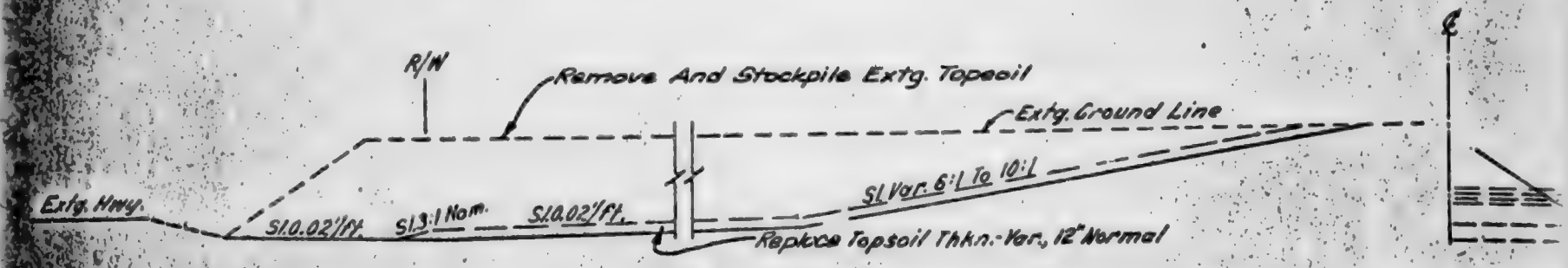
To our knowledge, all legitimate billings were transmitted through Region Office on 3-18-75 and Mr. Gottfried states that his records and Hamiltons are in accord and complete.



"R" LINE
STA. 834+00 to STA. 852+70



MATERIAL SOURCE



in a neat, unfouled condition and, if necessary for compatibility to the surrounding terrain, slopes of gravel deposits shall be covered with native soil and a vegetative cover that will blend with adjacent natural growth established thereon, all at the contractor's expense.

(e) The contractor obtains consent in writing from the owners of the properties to perform the work listed in (a), (b), (c) and (d) above, in conformance with subsection 106.05.

106.03 Furnishing Material from Outside Sources - Prospective sources of borrow materials which may warrant investigation and consideration for use by the contractor on this project may include, but are not necessarily limited to, the following:

A State-controlled source located south of and adjacent to the Willamina-Salem Highway at approximately M.P. 13.0. If the contractor elects to use this source, the following restrictions shall apply:

1. Unless otherwise directed by the engineer, access to the source will be permitted at one location only, at approximate Station 708+00.

2. Materials shall be removed from the source in strips approximately 200 feet wide and paralleling the highway. Each strip shall be completely removed to grade (as determined by the engineer) prior to starting excavation of the succeeding strip.

3. Prior to excavating roadbed embankment materials from the borrow source, topsoil shall be excavated from areas and to depth directed by the engineer, and stockpiled at the site. After removal of borrow excavation the contractor shall place a 12-inch layer of this material over the exposed surface as indicated on the plans. The soil shall be spread accurately and smoothly over the areas to the grades and slopes indicated on the plans or directed by the engineer, by means that will prevent compaction of the material, insofar as practicable.

Regardless of the borrow source the contractor elects to use, the following hauling restriction shall apply:

No hauling of borrow materials will be permitted on the Willamina-Salem and the Pacific West Highways between 6:00 p.m. Friday (or the day preceding a holiday) and 2:00 a.m. Monday (or the day following the holiday).

106.13 Field Laboratory - A field laboratory building will be required on this project.

Rickwell - Independence set

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S.W. ALDER STREET
PORTLAND, OREGON 97205

AREA CODE 503
223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
MARK SILVERSTEIN
LEO LEVENSON
OF COUNSEL

April 10, 1975

RECEIVED
STATE HWY ENGR
APR 11 75
REFER TO
F C I
Info | Inves | R/D | D/R | Stru | Act | File
X | | | | X | |

RECEIVED
APR 11 1975
Office of
Assistant State Highway Engineer
4-11-75
by John Bond
R/D

NOTED
L.E. JOHNSON

P/S expedite

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Fred Klaboe,
Engineer

Re: Contract No. 7779 --
Contractors: Ray Kizer Construction Co.
&
Hannan Bros. Co.,
A Joint Venture

Gentlemen:

Consistent with the provisions of Section 109.15, 1972 Standard Specifications for Highway Construction, and your letter transmitting Final Estimate on January 14, 1975, Contractors make the following objections to the Final Estimate:

1. Assessment of Liquidated Damages in the amount of $2,730.00.

Refer to Contractors' letter submitted to the Highway Division on October 31, 1974, a copy of which is enclosed for facility of reference. In further support of our claim for extensions of time and consequent remission of liquidated damages, items of major work overran the contract quantities substantially:

a. Bid Item No. 7, Embankment Foundation Excavation, overran 572 cubic yards. This material was excavated with a small clamshell. Average production was approximately 100 cubic yards per day. Not less than five additional days were required. While this work was being performed, scraper work was being held up.

b. Bid Item No. 19, Treated Base Mixture, overran 7,413.7 tons. Between 1500 to 2000 tons could be laid per day. Not less than four additional days should be allowed for this overrun.

c. Bid Item No. 21, Class B. Asphalt, overran 4,328.42 tons. Approximately 1000 tons were laid per day. Not less than four additional days should be allowed.

2. Incorrectly Determined Final Quantity for Bid Item No. 9, Borrow Excavation.

Progress Estimate No. 24, dated September 23, 1974, sets the quantity to be paid at 507,103.9 cubic yards. The computation appears to be a machine computation. The borrow pits were all cross-sectioned prior to and during excavation. This work was completed in 1972 and 1973. The referred to estimate increases the previous quantities paid, and, to all appearances, should be the final quantity. Estimate No. 25, dated October 22, 1974, however, revises quantity down to 506,109.5. This is the quantity shown on the Final Estimate. There was no additional cross-section or survey work which took place between Estimate Nos. 25 and 26. In the absence of a valid explanation, the final pay quantity should be increased by 994.4 cubic yards at 95¢.

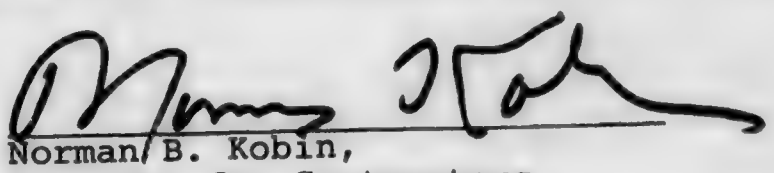
With respect to the Borrow Excavation in the State designated pit, the first engineer on the job cross-sectioned original ground. Upon completion of the excavation at this source, a further cross-section was made by the first engineer to determine pay quantities. The second engineer, over contractors' objection, made a new survey after the top-soil had been returned to place in the source as per the contract. Computations apparently were made from this latter survey and a deduction made from quantities originally measured. The contract requires payment for all excavation in this source without deduction of the topsoil. The net result is that the Contractors contend that they have been shorted approximately 6000 cubic yards of Borrow Excavation at 95¢.

3. In our letter of transmittal of the Final Estimate dated January 21, 1975, we objected to the Final Estimate not including payment for Force Account work performed by Subcontractor, Hamilton Electric, Inc. Contractors reaffirm this objection if there has not been a consensus.

We will be happy to discuss these matters with you informally; or, if this idea is rejected by you, will ask that the matter be heard by your Board.

Very truly yours,

RAY KIZER CONSTRUCTION CO. and
HANNAN BROS. CONSTRUCTION CO.

By 
Norman B. Kobin,
Attorney for Contractors

Enclosure

cc: Ray Kizer Construction Co.
Hannan Bros. Construction Co.

October 31, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe

Re: Contract No. 7779

Gentlemen:

This is in response to your letter of October 10, 1974. A 14-day time extension was granted. Your weekly statement of Calendar Day Charges dated October 25, 1974 reflects this action, but indicates 13 excess calendar days used. We do accept the 14-day time extension, but continue to urge that the 13 days not be assessed against us.

A reading of Mr. Klaboe's letter leads us to believe that our position has either not been stated clearly or it has been misunderstood. In the literal sense, we are not necessarily limiting our request that no liquidated damages be assessed on the basis of time extensions. Our position is, that there were days charged to this job as working days which should not have been charged in the first instance.

This job was shut down for the winter of 1972-1973. No time was charged for December 1972 and January and February of 1973. Come March 1, 1973, we were ready and willing and, indeed, desirous of opening up the job and completing our grading. Field and weather conditions were such, however, that we were not permitted to do so. We talked to the State periodically about starting work. On March 28, 1973, our Mr. Johnson discussed the possibility of resuming the grading work. We were advised to hold off any grading work at that time. We told you we would gamble on the conditions if you would permit us to start work on April 9, 1973. We were told that if we attempted to start work on April 9, 1973, that we would be handed an immediate work suspension. Obviously, under these conditions, we did not proceed.

We continued to ask your permission to resume grading operations after April 9, 1973. On April 26, 1973, our

Mr. Blaisdell informed Mr. Wolfe, Resident Engineer, that it was our plan to start grading work on the first phase section on April 30, 1973. Mr. Wolfe was reluctant to permit work to be performed on the grade, even at that late date. He advised us that if we did commence work, and that thereafter ground and weather conditions were not such as to permit grading, that this would not be a cause to reinstitute a suspension of the calendar work days. We proceeded and assumed the risk, because we were concerned about the time necessary to complete the first phase.

In counting time, however, despite the foregoing, time was charged from March 1 to April 9, 1973. Time was not counted for the period of April 9 to April 30, 1973. The total period between March 1 and April 30 is 61 days. The time not charged was limited to 21 days. There is approximately 40 days therefore of time which we contend to be erroneous.

We are mindful that the Special Provisions of the Contract seem to indicate that no time will be charged for December, January and February, the winter shutdown period. We do not interpret the contract to mean that if field conditions are such on March 1, and for any periods of time thereafter which would not permit work on the grade, that there could be a resumption of the counting of days, as was done here. This is especially true where we made every effort to secure permission to resume work but were prevented from so doing.

Your letter states that liquidated damages were assessed for a non-specific interval of time but based on a period of 13 days prior to September 14, 1973, during which you state there was little progress on this section. If time had been counted properly under the contract, this 13-day period would become irrelevant, as the contract completion date would be substantially down the road from September 14, 1973.

Your letter of October 10, if we understand it correctly, states that the 14 days was granted based parti-

cularly because of the early opening of the entire project to the traveling public. We appreciate your recognition of our effort in this regard. The problem, however, is that by holding 14 days of liquidated damages you are, in effect, penalizing us for the early opening. Our surfacing sub-contractor, in order to accomplish early opening, elected to place the leveling course on substantially tne entire grade prior to placing the surfacing. In so doing, there was a period of at least 13 days where he was performing work on the other section of the job preparatory to paving. To say that the result of this "was little progress on the early phase section" is an oversimplification. The benefits to the State and public of this value engineering program far overrides the detriments upon which one could base an assessment of liquidated damages.

We therefore request that no liquidated damages be assessed on this job and that the next progress estimate reflect this deicision.

Very truly yours,

RAY KIZER CONSTRUCTION CO.

By _____
Ray Kizer

7779

R

April 15, 1975

Great American Insurance Co.
Pacific N.W. Regional Office
2030 Ninth Avenue
Seattle, WA 98121

General Insurance Co. of America
Portland Service Office
1500 S.W. 1st
Portland, OR 97201

Gentlemen:

A post-final payment for $16,997.21 will be made to Ray Kizer Construction Co. & Hannan Bros. Co. on Contract No. 7779 for work on the Rickreall-Independence Junction Section of the Willamina-Salem Highway in Polk County as soon as the warrant is prepared.

The total amount paid on this contract will be $3,402,980.33 including the post-final payment. Of the total $126,165.72 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

llg

cc: Ray Kizer Construction Co. & Hannan Bros. Co.
P.O. Box 42365
Portland, OR 97242

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

7779

January 22, 1975

State Treasury Department
103 State Capitol Building
Salem, OR 97310

Attention: Merle Crowe, Cashier

Re: Ray Kizer Construction Co.
Contract 7779

This contract has been finaled and the deposit in lieu of retainage is no longer required. Treasurer's Receipt # 1421 (#96338 - $25,000.00) can now be cancelled and the security returned to Ray Kizer Construction Company.

V. E. Skoog
Controller

by

R. J. Hacek
Accounting Systems Officer

CRP:pl

cc: Ray Kizer Construction Co.

bc: C. W. Head
V. Gallagher
John Bond
C. Barrett

7779

908-5

January 3, 1975

Mr. Norman B. Kobin
Attorney at Law
610 S.W. Alder Street
Suite 800
Portland, OR 97205

Dear Mr. Kobin:

Re: Rickreall-Independence Junction
Contract No. 7779
Contract Time

We would, of course, consider any further information or explanation pertinent to the first phase completion of this project. Our Region II Engineer or his Assistant would be available to you on request and would be our regular channel for this. If you prefer to pursue the matter at other levels as indicated in your December 23 letter, I suggest you call me and I will arrange something for your convenience.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc: F. B. Klaboe
H. S. Coulter
C. O. Fredrickson
C. T. Keasey

JAB:fr dpy

cy Ken Waefe
1-20-75

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

AREA CODE 503
223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
MARK SILVERSTEIN
LEO LEVENSON
OF COUNSEL

December 23, 1974

Mr. A. E. Johnson
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Contract #7779
Rickreall - Independence Job

Dear Mr. Johnson:

Ray Kizer has referred your letter of November 15, 1974 to my attention. I helped in the assembly of Kizer's letter of October 31, 1974 to which your letter is responsive.

I must respectfully disagree with your interpretation of that portion of the contract relative to the calendar day work count, as well as the assessment of liquidated damages. I also do not believe that a court would interpret your specification, in the context of events which occurred on this job, in such a way as to order liquidated damages paid.

I would appreciate the opportunity of discussing this with you further at your earliest convenience. I will await your advice.

Very truly yours,

KOBIN & MEYER

Norman B. Kobin

RECEIVED
DEC 30 1974
Office of
Assistant State Highway Engineer

NOTED
A. E. JOHNSON

RECEIVED
E W/Y ENGR
DEC 26 '74
ER TO
FOR
W&S | H/D | D/R | Sign | Act | File

cy Ken Wolfe
1-20-75

7779

December 27, 1974

General Insurance Co. of America
1500 S. W. 1st
Portland, OR 97201

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

Contract No. 7779 awarded to Ray Kizer Constr. Co. and Hannan Bros. Co., for work on the Rickreall-Independence Junction Section of the Willamina-Salem Highway in Polk County was completed on August 2, 1974, and accepted by the Administrator and State Highway Engineer on December 23, 1974.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before January 2, 1975.

You have been previously notified of a claim filed against the contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

cc Ray Kizer Constr. Co.
and Hannan Bros. Co.
P. O. Box 42365
Portland, OR 97242

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 23, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO F. B. Klaboe
Administrator and
State Highway Engineer

FROM For C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7779, Work Completed August 2, 1974

Project Rickreall-Independence Jct.

Highway Willamina-Salem, County Polk

Type of Work Grade, Pave, Strs., Signing and Illum.

Contractor Ray Kizer Const. Co. & Hannan Bros. Co.

Recommended Acceptance Date December 23, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

DEC 26 '74
RE ER TO
FOR
Inves | R/D | D/R | Sign | Act | Fi

7779

FORM E-6 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: RICKREALL-INDEPENDENCE Junction	WEEK ENDING: November 16,1974
		SECTION PREFIX: 27-1078
	HIGHWAY: Willamina-Salem	COUNTY: Polk
NAME OF JOB: Rickreall-Independence Jct.	KIND OF WORK: Grade, pave, structures, signing and illumination.	
CONTRACTOR: Ray Kizer Const. Co. & Hannon Bros.	CONTRACT NUMBER: 7779	FEDERAL AID PROJECT NUMBER: EHS-F-RF-325(7)
DATE OF CONTRACT: June 30,1972	DATE WORK STARTED: July 25,1972	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS (a) 220	WORK DAYS USED 233
	SPECIFIED CALENDAR DAYS (b) 575	CALENDAR DAYS USED 575
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED (a) 106 (b) 100
PROJECT AUTHORIZATION: $ 3,955,892.06		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 3,674,584.18	ENGINEERING AUTHORIZATION $ 281,307.88	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 3,392,906.43	ENGINEERING COST TO DATE $ 348,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN -7.7 %	PERCENT OF AUTHORIZATION 124 %	DATE PROJECT WAS COMPLETED: November 1,1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.4	5.4			5.4
MILES PARTIALLY COMPLETED	5.4	5.4			5.4
MILES COMPLETED					63,000 T
TOTAL ESTIMATED QUANTITIES (CONTRACT)	718,000 CY	129,000 CY			67,330
TOTAL QUANTITIES CORRECTED TO DATE	653,673	136,410			67,330
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	653,673	136,410			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	351A	9872	Equip,Pass					
PERCENT	100	100	100					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Cloudy			
TUESDAY	Sunny, Cool			
WEDNESDAY	Fair, Cool			
THURSDAY	Fair, Cool			
FRIDAY	Fair, Cool			
SATURDAY	?			

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final submitted 11/18/74.

THIS IS THE FINAL REPORT

SIGNED K.D. Wolfe LOCATION Salem

K.D. Wolfe

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

7779

November 15, 1974

Mr. Ray Kizer
Ray Kizer Construction Company
Drawer K
Redding, California 96001

Dear Mr. Kizer:

Contract No. 7779
Rickreall-Independence Jct.

In response to your October 31 letter, we will comment on some aspects of the contract time as follows:

The calendar workday definition of time, which was used on this project and has been widely used on our surfacing and grading projects for several years, involves a seasonal approach. It does not contemplate that work will always stop November 30 and start March 1.

If we wanted to account for time on the basis of actual day-to-day conditions, a different definition would be used and the number of days allowed would also be different (there would be fewer days). On this project, we note there was significant structural work during the winter when no time was charged. We nevertheless abide by the time definition specified in the contract.

Crushing of aggregate for the project was in progress in March. As the season advanced into April, it would be reasonable to expect some grading activity to resume so when you seriously proposed to resume grading work in April (to which the Resident Engineer objected) a stop work order was issued and the contract time was stopped for the actual time of this intervention. It does not automatically follow that it should have been retroactive. We doubt that it was anticipated or practical to resume grading March 1 and the contract time specified did not anticipate it.

We assume you found it more economical to pave the entire project in one sequence, rather than have a

separate paving run on just the early phase segment of the project. However, the fact remains that our contract had an early phase requirement which we must enforce.

As indicated in our October 10 letter, we are well aware of the benefit of the early overall project opening and this influenced us in granting some time extension, even though it was not approved by the Federal Highway Administration.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey
C. O. Fredrickson (enc.)

JAB:fr ja

RECEIVED
STATE HWY ENGR
NOV 1 74
REFER TO
Construction
FOR
Info | Loyes | GRID | Bik | Sign | Act | File

RAY KIZER
Kassey | Bond | Jackmond | Harwood | Johnsen | Wallace | Scofield | Glenn | Berg
RECEIVED
NOV 4 1974
CONSTRUCTION
DIVISION

Ray Kizer Construction Co.
Drawer K, Redding, California 96001 • Area Code 916 • 241-6888

October 31, 1974

11-1-74 Lee and Jodi Bentz

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe

Re: Contract No. 7779

Gentlemen:

This is in response to your letter of October 10, 1974. A 14-day time extension was granted. Your weekly statement of Calendar Day Charges dated October 25, 1974 reflects this action, but indicates 13 excess calendar days used. We do accept the 14-day time extension, but continue to urge that the 13 days not be assessed against us.

A reading of Mr. Klaboe's letter leads us to believe that our position has either not been stated clearly or it has been misunderstood. In the literal sense, we are not necessarily limiting our request that no liquidated damages be assessed on the basis of time extensions. Our position is, that there were days charged to this job as working days which should not have been charged in the first instance.

This job was shut down for the winter of 1972-1973. No time was charged for December 1972 and January and February of 1973. Come March 1, 1973, we were ready and willing and, indeed, desirous of opening up the job and completing our grading. Field and weather conditions were such, however, that we were not permitted to do so. We talked to the State periodically about starting work. On March 28, 1973, our Mr. Johnson discussed the possibility of resuming the grading work. We were advised to hold off any grading work at that time. We told you we would gamble on the conditions if you would permit us to start work on April 9, 1973. We were told that if we attempted to start work on April 9, 1973, that we would be handed an immediate work suspension. Obviously, under these conditions, we did not proceed.

& they were giving a stop work order

We continued to ask your permission to resume grading operations after April 9, 1973. On April 26, 1973, our

Mr. Blaisdell informed Mr. Wolfe, Resident Engineer, that it was our plan to start grading work on the first phase section on April 30, 1973. Mr. Wolfe was reluctant to permit work to be performed on the grade, even at that late date. He advised us that if we did commence work, and that thereafter ground and weather conditions were not such as to permit grading, that this would not be a cause to reinstitute a suspension of the calendar work days. We proceeded and assumed the risk, because we were concerned about the time necessary to complete the first phase.

In counting time, however, despite the foregoing, time was charged from March 1 to April 9, 1973. Time was not counted for the period of April 9 to April 30, 1973. The total period between March 1 and April 30 is 61 days. The time not charged was limited to 21 days. There is approximately 40 days therefore of time which we contend to be erroneous.

We are mindful that the Special Provisions of the Contract seem to indicate that no time will be charged for December, January and February, the winter shutdown period. We do not interpret the contract to mean that if field conditions are such on March 1, and for any periods of time thereafter, which would not permit work on the grade, that there could be a resumption of the counting of days, as was done here. This is especially true where we made every effort to secure permission to resume work but were prevented from so doing.

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We therefore request that no liquidated damages be assessed on thisjob and that the next progress estimate reflect this deicision.

Very truly yours,

RAY KIZER CONSTRUCTION CO.

By Ray Kizer
Ray Kizer

7779

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON

Salem

November 13, 1974

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: Ray Kizer Construction Co.
& Hannan Bros. Co.
Contract 7779

TO: C. W. Head
J. Bond
V. Gallagher
C. Barrett

Treasurer's Receipts #1310 (TCD #214898 - $100,000.00) and #1311 (TCD #214899 - $100,000.00) have been cancelled and the TCD's returned to the contractor. Treasurer's Receipt #1421 (Collateral Receipt #96338 - $25,000.00) has been issued in lieu of retainage requirements on contract 7779.

Copies of the letters and Treasurer's Receipt will be filed (in the contract file) in the Commission and Staff Services Office.

CRP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1421

Received for Account of Ray Kiser Construction Co.

Address Drawer K
Redding, Calif.

Date Nov. 8, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Cashiers check dated Nov. 6, 1974 payable to State of Oregon Project No. 12 No 232176 First National Bank of Oregon, Portland, Oregon	96338	1	25,000				25,000.00
							25,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7779

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

November 12, 1974

Ray Kiser Construction Company
Drawer "K"
Redding, California

Gentlemen:

1421

Enclosed please find Oregon State Treasury safekeeping receipt No. ~~1311~~, dated November 8, 1974, in the amount of $25,000.00 covering Collateral Receipt number 96338, First National Bank of Oregon, Portland, Oregon, in lieu of retainage on State Highway contract No. 7779.

We have released and given to the First National Bank of Oregon, Salem, Oregon, T.C.D. number 214899, in the amount of $100,000.00 and T.C.D. number 214898, due November 5, 1974, in the amount of $100,000.00 for your credit.

We have cancelled Oregon State Treasury safekeeping receipt No. 1310, in the amount of $100,000.00 and Oregon State Treasury safekeeping receipt number 1311, in the amount of $100,000.00.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Department, attn: Dick Hacek

RECEIVED
NOV 13 1974
Contract Acctg.

COPY

FIRST NATIONAL BANK OF OREGON

HEAD OFFICE, PORTLAND, OREGON . CABLE "MULTNOMAH"

BRANCH/DIVISION:
ADDRESS:

November 7, 1974

Mr. Merle Crowe, Cashier
Office of the Oregon State Treasurer
Salem, Oregon 97310

Dear Mr. Crowe:

Enclosed is Collateral Receipt #96338 for Cashier's Check #232176 in the amount of $25,000 payable to the State of Oregon, purchased by Ray Kizer. This cashiers check is to replace Certificates of Deposit #214898 and #214899, each in the amount of $100,000, delivered to you August 9, 1974 as security in lieu of State retainage on Oregon State highway contract #7779 on project 12 of the Rickreall to Independence junction section of the Willamina-Salem highway. The contractor is Ray Kizer Construction Company and Hannon Bros.

Would you please endorse the matured Certificates of Deposit to Ray Kizer and deliver them to the representative of First National Bank of Oregon who presents this letter and the collateral receipt to you.

When the $25,000 security represented by the above mentioned cashiers check is no longer required by the State highway department, will you please return the enclosed collateral receipt to this branch with instructions that the funds be deposited to the account of Mr. Ray Kizer.

Please acknowledge receipt of this collateral receipt to John G. Fitzgerald, CPA, Suite F, 1610 West Street, Redding, California.

Sincerely,

Helen J. Lee

Helen J. Lee
Assistant Cashier

HJL/sv
Enclosure

cc: William Tison
H.S. Colter
Floyd Query
Ray Kizer
John G. Fitzgerald

RECEIVED
NOV - 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
W. HEAD

CORRES-57 4-69

FIRST NATIONAL BANK OF OREGON

HEAD OFFICE, PORTLAND, OREGON . CABLE "MULTNOMAH"

BRANCH/DIVISION:
ADDRESS:

November 7, 1974

Mr. Merle Crowe, Cashier
Office of the Oregon State Treasurer
Salem, Oregon 97310

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Sincerely,

Helen J. Lee

Helen J. Lee
Assistant Cashier

HJL/sv
Enclosure

cc: William Tison
H.S. Colter
Floyd Query
Ray Kizer
John G. Fitzgerald

RECEIVED
NOV 8 1974
Office of
Assistant State Highway Engineer

RECEIVED
NOV 7 1974
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

11-8-74
Ltr to Acctg
Ck'd to Ray Kizer
Cy to Fitzgerald

CORRES-57 4-69

F 7779

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project EHS-F-RF-325(7)
Rickreall-Independence Junction
Request for Time Extension

DATE: November 11, 1974

In reply refer to: 1041B2

NOTED
H. S. COULTER

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. H. S. Coulter

Your letter of November 4, 1974 has asked for a reconsideration of a 14-day time extension request.

Even though the project as a whole was completed a season ahead of time, the work under Phase "A" was not completed within the established time.

The contractor did not concentrate his efforts to meet this schedule. As the contract was specific in the schedule of completion, the time for each phase is considered separate and distinct and they must be analyzed separately.

Therefore, we must sustain our previous decision and not concur with the recommendation.

G. K. Hossner
for G. L. Green

RECEIVED
NOV 26 1974
Office of
Assistant State Highway Engineer

11-26-74
by Kenny
Jacobson
Gallagher

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

DATE: November 4, 1974

TO: Glen L. Green, Division Engineer
Federal Highway Administration

FROM:
H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Rickreall-Independence Jct.
Contract No. 7779, FAP No. EHS-F-RF-325(7)
Request for Time Extension

We ask that you reconsider our request for participation in a 14-day time extension on the early phase of this project, which was the subject of our September 19, 1974 letter to you. We have subsequently granted the extension on a nonparticipating basis because we believe it was justified.

When this project was originally scheduled for a May 1972 bid opening, the contract time to be allowed contemplated a two-season job with a late 1973 completion and no separate early phase. Only when the bid was delayed to late June did we become concerned about getting the easterly end done more promptly because we had lost part of the 1972 season and did not believe we should try for overall completion in 1973. To attempt to shorten the traffic interference and disruption of local usage, the early phase was imposed and the overall time lengthened into another season (1974). The contractor's excellent progress on the overall project during 1972 and 1973 was unexpected and, in combination with the 1973 strike, made the early phase requirement almost irrelevant. The overall job virtually caught up with the early phase. We therefore believe it equitable to assess early phase liquidated damages only for the 13 days in September 1973 when there was little activity on the early phase segment of the project awaiting paving to begin.

Your concurrence is requested.

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 30, 1974

In reply refer to: 1041DB.2

SUBJECT: Oregon Project EHS-F-RF-325(7)
Rickreall-Independence Junction
Request for Time Extension

FROM : G. L. Green, Division Engineer

NOTED
H. S. COULTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. H. S. Coulter

Your letter of September 19, 1974 requesting an extension of time on the subject project for Phase "A" work has been reviewed. The information furnished does not adequately justify granting any additional time for this phase of the project. Therefore, we do not concur with the recommendation.

G. K. Hoosner
for G. L. Green

Routing

Keasey	RECEIVED	Scofield	
Bond		Glenn	
Jackmond	OCT 2 1974	Berg	
Harwood			
Johnsen	CONSTRUCTION		
Walker	SECTION		

RECEIVED
OCT 1 1974
Office of
Assistant State Highway Engineer

Lets go non-participating
Believe contractor is entitled
to time.
HSC

7779

DATE: September 19, 1974

TO: Glen L. Green, Division Engineer
Federal Highway Administration

FROM: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Rickreall-Independence Jct.
Contract No. 7779, FAP No. EHS-F-RF-325(7)
Request for Time Extension

Ray Kizer Construction (of the Kizer-Hannan Bros. Joint Venture) has requested a 39-day extension of the early Phase "A" time on this project. The contractor's basis is entirely related to time from March 1, 1973, when the day count resumed, until April 8, 1973, the effective date of a stop work order. This interval of time comprises the 39 days which is requested. Actually the Phase "A" completion was September 21, 1973, with 27 days of liquidated damages at $210 per day.

The early Phase "A" requirement applied to the easterly end of the project, a little over a mile in length, which had to be built in stages under existing traffic and with some adjacent users. The early phase asked that this work be completed up through the first lift of AC in 220 calendar work days. The overall time allowed for the complete project was 575 calendar work days which allowed time clear through another work season for the overall project. The intent of this provision was to minimize the length of time that through traffic and the adjacent properties along the one-mile section would be disrupted by the reconstruction.

As actually constructed, the contractor made such excellent progress on the grading of the new alignment on west during the first season (or the remainder of the first season after the contract was awarded June 30, 1972), that the overall project was under traffic one season earlier than was originally required.

Our contract times do not expect or contemplate that work will immediately resume on March 1 of any year, so we cannot agree with the contractor's logic in the reason he has offered. There is basis to argue that it was more reasonable to expect contract activity to resume gradually in April. The resident engineer utilized his authority to issue a stop work order in April because he thought it in the State's interest to wait for better conditions. It does not automatically follow that the stop work order should have been issued the first of March.

The 220 days allowed on Phase "A" did not expire until August 25, because time was not counted during an extended period in July and August due to a labor dispute; otherwise, the Phase "A" time would have expired in late June. Some structure work continued through the labor dispute period even though time was not counted. As the 1973 season progressed, some of these events probably changed the overall logistics of the project, making the early, or Phase "A" completion, come out closer to the overall project completion. The entire project was open to four-lane traffic October 11, 1973, with 288 days counted. This was one season earlier than required and I believe this should influence our position on the early phase lateness.

The contractor must have found it to his advantage to delay the third stage paving on the early phase portion until the remainder of the project was about ready for paving also, and thereby accomplish the main portion of the paving work in one run. We propose to assess liquidated damages only for a 13-day interval counted just prior to September 14, 1973, when there was little activity on the Phase "A" work awaiting the start of paving. This would amount to a 14-day extension of time. Your concurrence is requested.

JAB:fr HSC:ia

bc: F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 16, 1974

FILE:

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Rickreall-Independence Jct.
Contract No. 7779
Request for Time Extension

Ray Kizer Construction (of the Kizer-Hannan Bros. Joint Venture) has requested a 39-day extension of the early Phase "A" time on this project. The contractor's basis is entirely related to time from March 1, 1973 when the day count resumed until the effective date of a stop work order which was April 8, 1973. This interval of time comprises the 39 days which is requested.

The early Phase "A" requirement applied to the easterly end of the project, a little over a mile in length, which had to be built in stages under existing traffic and with some adjacent users. The early phase asked that this work be completed up through the first lift of AC in 220 calendar work days. The over-all time allowed for the complete project was 575 calendar work days which allowed time clear through another work season for the over-all project. The intent of this provision was to have a control to minimize the length of time that through traffic and the adjacent properties along the one-mile section would be disrupted by the reconstruction.

As actually constructed, the contractor made such excellent progress on the grading of the new alignment on west during the first season (or the remainder of the first season after the contract was awarded June 30, 1972) that the over-all project was under traffic one season earlier than was originally required. The contractor must have found it to his advantage to delay the third stage paving on the early phase portion until the remainder of the project was about ready for paving also and thereby accomplish the main portion of the paving work in one run. The fact remains we had an early phase requirement in our contract which was not met.

I cannot agree with the contractor's logic in the reason he has offered. Our contract times do not expect or contemplate that work will immediately resume on March 1 of any year. Inversely from this, we do not deduct time from the contract amount allowable if the contractor works during the dormant no-count period. If we wanted to approach contract time in that manner, we would just use the old 60 percent productivity work day count. There is basis to argue that it was more reasonable to expect contract activity to resume gradually

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SEP 18 1974
Office of
Assistant State Highway Engineer

in April when the contractor moved in that direction. Whether or not the contractor really intended to do much work the resident engineer utilized his authority to issue a stop work order in April because he thought it in State's interest to wait for better conditions. It does not automatically follow that the stop work order should have been issued the first of March. To do so would have been to undermine the intent of our contract time and would have been an improper use of stop work authority, in my opinion.

The 220 days allowed on Phase "A" did not expire until August 25 because time was not counted during an extended period in July and August due to a labor dispute. Otherwise the "A" Phase time would have expired in late June. Some structure work continued through the labor dispute period even though time was not counted. Some of these events as the 1973 season progressed probably changed the over-all logistics of the project making the early, or "A" Phase completion come out closer to the over-all project completion. The "A" completion date is September 21 with 27 days liquidated damages assessed at $210 per day, or $5,670.

The Region report on this request has some good perspectives. I could add to this that this project was originally scheduled for a May 1972 bid opening. At that time we regarded it as a two-season job to be completed in late 1973. The bid opening was then delayed until June 29, 1972 , so by then we had lost part of the 1972 season. The time was then carefully reviewed with the Region people and the decision reached to go into a third season, or into 1974 with the over-all completion, and along with that, since we were then talking about an even longer over-all span of time, the early phase requirement was imposed.

I have reviewed the change orders approved during the early phase time and find no reasons for extension there. The entire project was open to 4 lane traffic October 11 with 288 days counted. This was one season earlier than required and I believe this fact should influence our position on the early phase lateness. I therefor concur in the Region recommendation for 14 days extension, and assessing damages for only the 13 days counted when there was no significant activity on the "A" section (just prior to September 14, 1973). This will delete $2,940 and assess 13 days and $2,730.

This was a primary federal-aid project. Rough draft letters to FHWA and the contractor are attached.

JAB:fr
Att.
cc: V. L. Gallagher

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 14, 1974

FILE: 27-1078

RECEIVED AUG 16 1974 CONSTRUCTION SECTION

Scofield, Glenn, Berg, Rickreall, Harwood, Johnsen, Wimer

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Rickreall-Independence Jct. Sec.
Willamina-Salem Highway
Contract #7779

Attached is a formal request from Ray Kizer Construction Company requesting a 39 calendar workday increase in the allowed 220 calendar workdays for phase A. This would increase the allowable time to 259 calendar workdays. Actually, only 247 were used.

Accompanying the request is their Vice President, W. W. Jones's October 18, 1973, letter.

Resident Engineer, K. D. Wolfe in his attached July 30, 1974, transmittal and analysis letter and its numerous attachments very thoroughly documents the background, facts and his recommendation the request be denied.

Admittedly, there was a tight time limit on phase A. It was generously interpreted with respect to the completion date. It was also handled generously with respect to issuing a suspension of work order effective April 9, 1973. That suspension would have lasted until ground conditions were dryer. However, the contractor chose to resume work April 30, 1973. This undoubtedly affected his rate of production. Conversely, it did facilitate the opening of the overall project a year earlier than specified not withstanding the serious labor disputes in 1973. There was a request from the contractor to make this suspension of work order retroactive. The file indicates "Mr. Bond would have granted permission to proceed with a retroactive order. However, since your contractor has not been cooperative in leaving this suspension of work order in effect longer than April 29, 1973, then we should be equally uncooperative in making the order retroactive."

The contractor should not be penalyzed for expediting the project. Therefore, not withstanding the question of cooperation, some allowance should be made.

This allowance should not include the 17 days of inaction between August 27, 1973 and September 14, 1973. The Labor Day weekend should be counted leaving 13 days. This approximates 1/2 of the penalty time. It is reasonable, therefore, to recommend a 14 calendar workday time extension.

GWW/elk
Attach.
cc: K. D. Wolfe

27-1078

RECEIVED
1974

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

July 30, 1974
Salem, Oregon

To: C.O. Fredrickson
REGIONAL ENGINEER

SUBJECT: Rickreall-Independence Jct.
Willamina-Salem Highway
Polk County
Contract No. 7779

TIME EXTENSION REQUEST

On October 18th, of last year Ray Kizer submitted a letter to this office along with a form E-320 requesting an increase in number of workdays for the phase "A" part of the subject project. Phase "A" covered the east end of the project from approximate station 1039 to 1101 and was set up with a seperate calendar workday count of 220 days to insure that this 4-lane curbed section be constructed up through at least the base lift of A.C. pavement as early as possible. All remaining work on the project carried a 575 day limit. Acknowledgement of receipt of Kizers letter was made the following week on October 29th, however, their request was buried in the paper work and forgotten about until I was reminded just recently by Ray Kizer during a phone conversation that he had never received an answer. He requested a meeting to discuss the matter, but agreed to delay any meeting until I worked up a report and submitted it through channels.

Following is a summary of contacts and events pertinent to their request.

Part of the total project was worked on the summer of 1972 under Resident Engineer, E.J. Hall. Nearly all grading work east of 99W was completed that summer with the exception of the phase "A" portion of the job on the extreme east end. This part was being done under a planned Stage Construction and two of the three stages were completed to the extent that traffic used the new grade under stage II through the following winter.

The first contact with the contractor the following spring (1973) was made on March 23rd when Ray Kizer, Arlin Bedell and myself met on the job. Kizer was winding up a job at Clarno and wanted to move onto this job and had come out to look it over with the intention of starting back to work on about April 2nd.

The winter of 72-73 was one of the wettest winters on record. Ground conditions were extremely bad with water standing in many places and existing ditches standing full of water. Kizer left the job acknowledging that it was much wetter than he had anticipated and conceded that it would be later than he thought before they would try to move onto the job. Because of the saturated ground conditions, I discouraged any attempt to start work until ground conditions improved.

Bridge work on Baskett Slough had resumed, after winter shut-down, on February 22nd and continued through March 23 when they again shut down. Baskett Slough Bridge was basically finished and ground conditions were such that they couldn't get in to continue work on Derry Structure.

On March 28th, Bobby Johnson (in the employ of Kizer) went over the project with Arlin Bedell and myself. The ground was extremely saturated from the unprecedented deluge of winter rain and I strongly recommended that they hold off start of work until the weather broke and the ground dried up somewhat. Johnson stated they were still busy at Clarno but that Buzz Blaisdell (superintendant for Kizer) might show up on April 2nd to look over the job.

On April 2nd, Bobby Johnson wrote me a letter verifying his March 28th inspection of the job and stated they were now preparing to start work, on April 9th if we would allow it. If weather conditions did not improve so that they could go to work by April 9th, he asked that additional time be allowed to complete the project.

On April 6th Bobby Johnson was informed by phone that he must request a "suspension of workday count" instead of extension of time. During the conversation he stated that the Clarno job was taking longer than anticipated and didn't have any information on any more equipment being shipped in right now. Two dozers, roller and C.T.B. spreader on jobsite at present but no other supporting equipment.

Also, on April 6th, Mr. Johnson wrote a letter stating that work crews scheduled for Monday, the 9th were being cancelled because the State, in so many words, would automatically issue a shut down order if they did attempt to start. This was an erroneous conclusion as stated in the accompanying memo to file of April 9th. Actually, the contractor was asking for a shut-down order to stop the time based on our contention that the ground conditions were too adverse for good construction procedures. I stressed several times that we would not prevent them from starting a grading operation-only that we would very carefully observe the compaction efforts and results.

On April 10th, based on Mr. Johnsons request of April 6th, I issued a "suspension of time" effective the day before (April 9th), for the phase "A" portion of the contract. It was issued with the stipulation that it would not affect any minor drainage work that they would want to do to try and dry up the area, but would be immediately recinded if and when they would attempt to start up a concerted grading operation or when drying ground conditions warranted commencement of work.

On April 10th Arlin Bedell and I met with Buzz Blaisdell, Bobby Johnson and Wes Jones (a company partner) to again review the project. They stated they intend to start grading the following Monday (April 16th) regardless of the "Suspension of Time" order. At this time, two scrapers had been added to the compliment of equipment delivered to the job making a total of 2 dozers, 2 scrapers, a roller and a C.T.B. spreader.

On April 11th, minor drainage work and slope pioneering started in the phase "A" area and continued thru April 17th. There was no work performed from the 18th through the rest of the month until April 30th when a grading operation started in the golf course cut left of 1034-1038 and at which time the "Calendar Workday Count" resumed for phase "A". This was in conformance with the original suspension letter of April 10th.

On April 20th Bobby Johnson directed a letter to this office requesting that the "suspension of time" order issued effective April 9th be made retroactive to March 1st. Their reasoning was that if ground conditions were too wet for a grading operation on April 8th, the same would be true prior to that date. The fact that they had no intention of actually starting work prior to April 8th did not enter into their reasoning. This letter was transmitted to Region Office for review on April 25th and a recommendation was made by Mr. Wimer on April 30th. On May 7th a letter was addressed to Kizers office denying the request for retroactive time. (This is the same 39 days requested in the later October 18th letter and for which this letter is now being written).

Although the Operators labor dispute began June 1,1973, it did not affect our project until June 13th at which time a suspension of calendar workday charges was issued and remained in effect through August 5th when the dispute ended.

A suspension was again issued for the period of August 13th through August 21,1973 while the carpenter and laborers were out on strike.

On August 25,1973, the 220 days allowed under phase "A" ran out and the contract started into penalty days - at $ 210 per day. Two days later, on August 26th and 27th, the C.T.B. operation was essentially completed on this area. Miscellaneous curb and inlet work continued but it was not until September 14th that Babler Bros. apparantly determined that enough of the grade through other areas of the project was also ready to warrant moving onto the project. Seven days later, on September 21st, they completed the base course paving on phase "A" to the extent that penalty workday count could be stopped. An inspection of phase "A" was made on September 26th by Mr. Wimer and Mr. Ed Johnson to confirm the completion of phase "A" - effective September 21st.

27 excess calendar workdays were charged against the contract.

Included in the attachments are copies of correspondence relating to the above data, the standard time extension request form showing critical dates, Kizers letter of request and form E-320, and monthly calendars for the period of February thru August 1973. The work being performed during this time on the phase "A" portion is high-lighted in red. The work on other areas throughout the project, including Bridge work, is high-lighted in blue. The average work force for each day is high-lighted correspondingly.

Although the picture indicated by these calendars may not be conclusive and could probably be picked apart, I believe it illustrates that the contractor did not concert his effort entirely toward completion of phase "A". In fairness, it should be noted that the work shown includes bridge work which would not really have much of an effect one way or another on the out come of phase "A". It should probably have not been considered.

The somewhat inactive period between August 27th (end of C.T.B.) and September 14th (start of paving) made up the bulk of the time (17 days) of penalty days. The four day curing period on C.T.B. would not really be a factor in this 17 days either because of the other areas available for paving.

My very brief conclusion is:

1. The State discouraged but did not prohibit the start of work at any time.
2. The contractor asked for a "suspension of time" effective April 9,1973 based, I believe, upon the assumption that he would not be able to continue even if he tried to start.

3. The contractor did not have a work force available prior to April 9th as they were still committed to another project elsewhere.
4. They did not truly make every effort to concentrate their work force toward completing phase "A".

Your recommendation on this claim is requested.

K. D. Wolfe
K.D. Wolfe
RESIDENT ENGINEER

7/8/74
Mr. Wimers letter of August 6th points out that I failed to make a recommendation regarding this claim. Based upon the data I have submitted and the conclusions I have noted at the end of my letter, I would have to recommend the claim be denied.

Date: July 30,1974
Prefix: 27-1078

CRITICAL DATES
Time Extension Request
Rickreall-Independence Jct.
Contract No. 7779

REMARKS	DATE	CALENDAR WORK DAYS
Bids Received	June 29,1972	
Date of Award	June 30,1972	
Date of letter of notice of Award	June 30,1972	
Ten days except Sundays & holidays after contract & performance bond were mailed to contractor	July 12,1972	
Calendar Work Day count commenced	July 21,1972	
Work Commenced	July 25,1972	
Work ceased for season on	November 28,1972	
Suspension of work order issued effective	September 1,1972	
Resume Work order issued effective	September 4,1972	3½ days
Suspension of work order issued effective	April 9,1973	
* Resume Work order issued effective	April 29,1973	21 days
Suspension of work order issued effective	May 25,1973	
Resume Work order issued effective	May 28,1973	3½ days
Suspension of work order issued effective	June 24,1973	
Resume Work order issued effective	August 5,1973	43 days
Suspension of work order issued effective	August 13,1973	
Resume Work ,order issued effective	August 21,1973	9 days
* Work resumed the next season on	April 11,1973	
All contract work except PA & EW completed	September 21,1973	
All contract work including PA & EW completed	August 15,1974 (Anticipated)	

OREGON STATE HIGHWAY DIVISION

October 29, 1973

P.O. Box 30
Salem, Oregon
97310

Kickreall-Independence Jct.
Willamina-Salem Highway
Polk County
Contract No. 7779

Ray Kizer Const. Co. &
Hannon Bros. Co.
P.O. Box 42365
Portland, Oregon
97242

Attn: Wes Jones
Vice President

Dear Sir:

Your letter of October 18, 1973 requesting an increase in number of work-days is acknowledged. An evaluation and recommendation will be made by this office and presented to our Region Office for their study. You will be notified of any action taken.

Respectfully yours,

K.D. Wolfe

K.D. Wolfe
RESIDENT ENGINEER

STATE HIGHWAY DIVISION

PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

Project Name Rickreall - Independence Junction Contract No. 7779

Highway Willamina-Salem Prefix No. 27-1078

County Polk F.A. No. EHS-F-RF-325(7

Final inspection made on 9-26-73 By Gerald Wimer, Regional Const. Eng

in company with Ed Johnson and Ken Wolfe

CHECK LIST

Date		Stage Construction	
Still in place	Construction signs removed		Opened to traffic
Advisory still Effective	Salem Office notified to rescind construction speed zone	With semi-Final	Regional Materials Certification submitted
Still in Use	Contractor removed equipment from project		
To be done	Roadside cleanup completed		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Inspection was of phase (a) only. The written intent of the specified time has apparently been met even though traffic hasn't been routed on the full 4 through traffic lanes.

Slope finishing, sidewalks, permanent signs, lights etc as well as top lift pavement hasn't been done.

All contract work on this phase (a) project has been completed and recommendation is made for acceptance on 9-21-73. The semi-final estimate will be submitted about N/A.

cc: Const. Engineer - C. T. Keasey
Bridge Engineer - W. Hart
Maint. Engineer - Dave Moehring
Co.-City Eng. - H. S. Cox
Reg. Engineer - C.O. Fredrickson
Res. Engineer - Ken Wolfe
Dist.Engineer - Floyd Lacey

RECEIVED
SEP 27 1973
RESIDENT ENGR.
K. D. WOLFE

Copies sent to all named

L. O'Kent Reg. Const. Engr.
(Signed) (Title)

Ray Kizer Construction Co.

Drawer K, Redding, California 96001 • Area Code 916 • 241-6281

P. O. Box 42365
Portland, Oregon
97242
October 18, 1973

Rickreall - Independence Jct.
Willamina - Salem Highway
Polk County
Contract # 7779

Oregon State Highway Division
P. O. Box 30
Salem, Oregon 97310

Attention: Mr. K. D. Wolfe, Resident Engineer

Attached you will find Form E 320 (Rev.), Contractors Request for Increase in Number of Workdays to Complete Construction Contract.

Please refer to our letters of April 6, 1973, April 20, 1973 and your reply on May 7, 1973. All letters were in reference to that area covered under Section 108.08,a of the Contract Special Provisions.

As you know we had on several occasions after March 1, 1973 stated our intention of proceeding with the work after winter shut-down, and was discouraged by yourself and members of the Regional Office due to incliment weather and wet ground conditions, however no suspension of the work was issued and working days charged during the period March 1, 1973 to April 8, 1973. We then told you our intention was to commence work on April 9, 1973. At which time it suddenly became to the best interest of the State and Traveling Public to suspend the work.

It is our belief that if Conditions were so on April 9, 1973 that work could not proceed that the period March 1, 1973 to April 8, 1973 certainly came under the same catergory, your working days statements showed some 17 or 18 days of rain or unsettled weather during that period.

The Contract has been diligently prosecuted as evidenced by the fact 285 workings days remain on the overall Contract, as of your statement Oct. 13, 1973.

RECEIVED
OCT 1 1973
RESIDENT ENGR.
K. D. WOLFE

Ray Kizer Construction Co.

Drawer K, Redding, California 96001 • Area Code 916 • 241-6281

We therfore respectfully request the return of 39 days involved to the time allotted under Section 108.08 a, making that total 259 Calender Work-days.

Very truly yours,
Ray Kizer Construction Co.

W. W. Jones - Vice President

WWJ/lj
cc; Frank Amerata, Surety
File

E—820 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 18, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 220 days to 259 days, within which to complete our Contract No. 7779, without the assessment of liquidated damages. The said contract is described as follows:

Rickreall - Independence Jct., Willamina - Salem Highway, Polk County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

March 1, 1973 To April 8, 1973, - Incliment weather and wet ground conditions.

Respectfully submitted,

Ray Kizer Construction Co.
Contractor

By .....

CONSENT OF SURETY

Date October 18, 19 73

We, Great American Insurance Co.

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frank Amerata
Attorney-in-fact
Frank Amerata

(SEAL)

Resident Agent
J. B. L. & K Corp.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7779 Contractor Ray Kizer Const. Co. & Hannon Bros. Co.

Highway Willamina-Salem

Section Rickreall-Independence Jct.

Kind of Work Grading, paving, structures, signing and illumination.

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 14-day time extension of contract time in order to assess liquidated damages for only the 13 days of little activity on early phase section prior to September 14, 1973.

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

Acting Asst. State Highway Engineer

Contract No.	7779
Project designation	EHS-F-RF-325(7) State-Federal
Date awarded	June 30, 1972
Work started	July 25, 1972
Per cent completed	100 Sept. 21, 1973 Date
No. of Workdays Allowed	220
No. of Workdays Used	247
No. of Added Workdays Requested	39

OREGON STATE HIGHWAY DIVISION

August 20, 1973

P.O. Box 30
Salem, Oregon
97310

Rickreall-Independence Jct.
Willamina-Salem Highway
Polk County
Contract No. 7779

Hannon Bros. Co.
P.O. Box 66155
Portland, Oregon
97266

Attn: Thomas C. Mossman
Engineer

Dear Sir:

This is in answer to your letter of 8/14/73 regarding an extension of time for a period of time commencing 8/13/73. Because of the current labor dispute involving the laborer and carpenter locals, time charges against the contract were stopped as of midnight 8/12/73 and time will not be charged until the labor dispute is resolved or until a sufficient volume of work is performed on the project to warrant the resumption of charges.

K.D. Wolfe
RESIDENT ENGINEER

cc: Ray Kizer Const. Co. &
Hannon Bros. Co.
P.O. Box 42365
Portland, Oregon
97242

Region Office

Hannan Bros. Construction, Inc. • GENERAL CONTRACTORS

AREA CODE 503 777-1401

8410 S. E. OTTY ROAD
POST OFFICE BOX 66155
PORTLAND, OREGON 97266

August 14, 1973

Oregon State Highway Division
P. O. Box 30
Salem, Oregon 97310

Re: Rickreall-Independence Jct.
Willamina-Salem Highway
Polk County Contract No. 7779

Attention: Ken Wolfe

Dear Sir:

We wish to inform you that our job was shut down on August 13, 1973 due to a picket from the carpenters local union. The business agent from the laborers local union came to the jobsite and informed all members to quit working. Per section 108.08 (B) standard specification, we are requesting an extension of contract time.

Very Truly Yours,

HANNAN BROS. CONSTRUCTION, INC.

Thomas C. Mossman

Thomas C. Mossman
Engineer

TCM:mw
cc: job office
file

RECEIVED
AUG 3, 1973
RESIDENT ENGR.
K. D. WOLFE

OREGON STATE HIGHWAY DIVISION

June 26, 1973

P.O. Box 30
Salem, Oregon
97310

Rickreall-Independence Jct.
Willamina-Salem Highway
Polk County
Contract No. 7779

Ray Kizer Const. Co. &
Hannon Bros. Co.
P.O. Box 42365
Portland, Oregon
97242

Attn: B.D. Johnson

Dear Sir:

This letter will acknowledge receipt of your letter of June 14, 1973 regarding workday charges on the above project with respect to the current labor dispute with the Operating Engineers Union Local 701.

The State recognizes that, because of the lockout initiated by the Associated General Contractors, the major portion of the work currently being performed on this project (namely the construction of the Treated Base Mixture) was halted at the end of shift on June 12, 1973.

Bridge work has continued with some limitations and a small dirt finishing crew continued to operate until June 15, 1973.

The matter of discontinuance of calendar workday charges effective June 12, 1973, as was requested in your letter, is being taken under advisement, However, unless a directive is issued to the contrary, calendar workday charges will continue to be assessed in conformance with the contract specifications.

Your above mentioned letter will serve as sufficient notice for any request for relief from calendar workday charges because of said labor dispute.

K.D. Wolfe

K.D. Wolfe
RESIDENT ENGINEER

cc: Region Office

Ray Kizer Const. Co. &
Hannon Bros. Co.
P.O. Box 72
Rickreall, Oregon 97371

file

Ray Kizer Construction Co.

P. O. Box 42365, Portland, Oregon 97242

June 14, 1973

Oregon State Highway Division
P.O. Box 30
Salem, Oregon

Attention: Mr. K. D. Wolfe, Resident Engineer

Re: Rickreall-Independence Junction Section
Willamina-Salem Highway
Contract No. 7779

Dear Mr. Wolfe:

Due to the recent labor dispute with the Operating Engineers Union Local 701, we have not been able to work our full forces since June 12, 1973.

We therefore respectfully request that you discontinue charging calendar work days effective June 12, 1973, until such time as the aforementioned labor dispute is settled. Thank you.

Very truly yours,
RAY KIZER CONSTRUCTION CO.
Ray Kizer, President

By B. D. Johnson

BDJ/d

cc: W. W. Jones
George Blaisdell

RESIDENT ENGR.
K. D. WOLFE

OREGON STATE HIGHWAY DIVISION

May 7,1973

P.O. Box 30
Salem, Oregon
97310

Rickreall-Independence Jct.
Willamina-Salem Highway
Polk County
Contract No. 7779

B.D. Johnson
Superintendant

Dear Sir:

Your request for a retroactive suspension of work order for the period March 1,1973 to April 9,1973 for the portion of the project easterly of approximate station 1039+00 is denied. The area referred to is as described in paragraph (a), Section 108.08 of the Special Provisions for this contract.

You stated in earlier correspondence that April 9,1973 was the earliest date upon which crews would be scheduled to start work (in 1973) on the project. You further stated that you had no quams about a suspension order provided calendar workday count would not be made during the suspension. Because of the wet ground conditions and unsettled weather prevailing at that time the State, in the best interest of the public, granted the suspension effective April 9,1973 with the stipulation that upon any attempt by the contractor to commence any part of the grading operation within the subject area, the suspension of work order would terminate.

On April 30,1973 the contractor elected to commence grading operation and thus terminated the suspension.

The State, in the best interest of the public, had the right but not an obligation to issue the suspension of work order. It is not, however, in the best interest of the public to issue a retrocative suspension of work order for that period of time from March 1 to April 9,1973.

K.D. Wolfe
RESIDENT ENGINEER

cc: Kay Kizer Const. Co. &
Hannon Bros. Co.
Drawer "A"
Redding, California
96001

Kay Kizer Const. Co. &
Hannon Bros. Co.
P.O. Box 72
Rickreall, Oregon 97371

Region

OREGON STATE HIGHWAY DIVISION

May 1, 1973

P.O. Box 30
Salem, Oregon
97310

Rickreall-Independence Jct.
Willamina-Salem Highway
Polk County
Contract No. 7779

Ray Kizer Const. Co. &
Hannon Bros. Co.
Drawer "K"
Redding, California
96001

Dear Sir:

This is to inform you that Calendar Workday Charges resumed effective 12:01 A.M. 4/30/73, for that portion of the project described in Section 108.08 (a) of the Special Provisions and will remain in effect until such time as the remainder of the items are completed.

K.D. Wolfe
RESIDENT ENGINEER

cc: C.O. Frederickson
REGIONAL ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 30, 1973

TO K. D. Wolfe, RESIDENT ENGINEER

FROM Gerald W. Wimer, REGIONAL CONSTRUCTION ENGINEER

SUBJECT Suspension of Time Request
Rickreall-Independence Jct. Section
Willamina-Salem Highway

B. D. Johnson's April 20th request for a retroactive suspension of work order for the March 1, 1973 to April 9, 1973 period and your April 25th letter of analysis have been discussed with Construction Administrative Engineer John Bond.

Mr. Johnson should be made aware that all of our recent discussions and correspondence concerning suspension of work order covered only the portion of the project easterly of Sta. 1039+00 which is the "a" portion of Special Provision 108.08. Mr. Bond would have granted permission to proceed with a retroactive order. However, since your contractor has not been cooperative in leaving the suspension of work order in effect longer than Sunday, April 29, 1973, then we should be equally uncooperative in making the order retroactive.

In answering Mr. Johnson, you should be more diplomatic than expressed above.

We had the right but not the obligation to issue the suspension of work order. It was issued as being in the public interest. It is not in the public interest to issue a retroactive suspension of work order at this location.

GWW/sr

cc: John Bond w/attach's.

RECEIVED

RESIDENT ENGR.

FORM S-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1973

To: C.O. Frederickson
REGIONAL ENGINEER

SUBJECT: Pickreall-Independence Jct.
Willamina-Salem Highway
Polk County
Contract No. 7779

Enclosed is a letter from B.D. Johnson requesting that the current "Stop Work Order" currently in effect on the easterly end (Section 108.08 (a) of the Special Provisions) of the project be made retroactive to March 1 of this year for reasons expressed in the letter.

The completion time limit on this portion of the work is 220 calendar workdays. As of March 1,1973 there were 129.5 days used for a remainder of 90.5 days. The suspension now in force took effect April 9 which left a remainder of 51.5 days, which is the way it is at present.

An interesting note; If the suspension is made retroactive to March 1, there would remain 90.5 days. If they start back to work on April 30th as planned, they will use 32 days by June 1 for a remainder of 58.5 days. If the impending strike takes place as expected and lasts for 1-2 months, they could conceiveably delay themselves into some wet paving weather on the tail end. Your direction regarding this letter is requested.

K.D. Wolfe
RESIDENT ENGINEER

[redacted]

Ray Kizer Construction Co.

Drawer K, Redding, California 96001 • Area Code 916 • 241-6281

April 20, 1973

Oregon State Highway Division
P.O. Box 30
Salem, Oregon

Attention: Mr. K.D. Wolfe, Resident Engineer

Re: Rickreall-Independence Junction Section
Willamina-Salem Highway
Contract No. 7779

Dear Mr. Wolfe:

Through recent correspondence and meetings during the current month, we have expressed our desire to commence grading work on the referred project but have been discouraged to do so by the Highway Division because of wet ground conditions. The aforementioned correspondence and meetings have resulted in the State issuing a stop work order effective April 9, 1973 which in turn has stopped the calendar work day count on that portion of work in question. We agreed to this order as expressed in our letter dated April 6, 1973.

After reassessing this situation, it is our contention that if ground conditions were such on April 9, 1973 so as to prevent us from performing grading work, then these conditions certainly prevailed during the month of March and up to and through April 8, 1973 during which time we were charged calendar work days.

We feel that it is only fair and we respectively request that the suspension order be made retroactive to March 1, 1973.

Your careful consideration of this request will be appreciated. Thank you.

Very truly yours,
RAY KIZER CONSTRUCTION CO.
Ray Kizer, President

By B. D. Johnson

BDJ/d
cc: W. W. Jones
George Blaisdell

RECEIVED
APR 23 1973
RESIDENT ENGR.
K. D. WOLFE

OREGON STATE HIGHWAY DIVISION

April 10, 1973
P.O. Box 30
Salem, Oregon 97310

Kickreall-Independence Hwy.
Willamina-Salem Highway
Polk County
Contract No. 7779

May Kizer Const. Co. &
Hannon Bros. Co.
Drawer "K"
Redding, California 96001

Dear Sir;

I interpret Mr. Johnsons letters of April 2 and April 6, 1973 to be a request for a suspension of calendar workday count for the grading portion of the work on the easterly end of the project. This, he states, is because of a combination of wet ground condition and adverse weather.

If this be the case, the State will grant the suspention of time effective 12:01 A.M. April 9, 1973. The suspension will terminate when ground conditions are such that work can resume and/or upon the actual commencement of any portion of the grading work by the contractor.

This does not preclude the performance of minor drainage work which would be benificial toward drying up the existing ditch lines.

If I am in error in reading this request, please notify my office at your earliest convenience.

Respecfully yours,

K. D. Wolfe

K.D. Wolfe
Resident Engineer

cc: Construction
Region

B.D. Johnson
4605 Graber N.E.
Salem, Oregon 97303

Ray Kizer Const. Co. & Hannon Bros.
P.O. Box 72
Kickreall, Oregon 97371

OREGON STATE HIGHWAY DIVISION

April 9, 1973

P.O. Box 30
Salem, Oregon
97310

Rickreall-Independence Jct.
Willamina-Salem Highway
Polk County
Contract No. 7779

Ray Kizer Const. Co. &
Harmon Bros. Co.
Drawer "K"
Redding, California

Memo to File 96001 — Letter not sent - see letter dated 4-10-73 instead as per GW Wimers suggestion.

Dear Sir:

I hope this letter will clear any misunderstandings that have arisen regarding my conversations with Mr. Johnson pertaining to calendar workday count on the easterly end of the project.

Mr. B.D. Johnsons letter of April 6, 1973 infers that an automatic suspension of work would be in force on April 9 merely because a previous letter of April 2, 1973 stated that barring further inclement weather, plans at that time called for the starting of grading on that date. As late as Friday night, April 6th, only 2 pieces of grading equipment, (both dozers) had arrived on the project. Mr. Johnson also stated over the phone that he did not anticipate work starting on the 9th as the work at Clarno was lasting longer than planned.

In my conversation with Mr. Johnson I stated that he (the contractor) would have to rephrase his original letter of April 2, so that instead of asking for additional time to complete the particular phase of the contract, he must ask for a suspension of workday count. He must also present the reasons for same and if possible, give a working plan of the conditions upon how and when they would intend to resume work. I further stated that upon receipt of the letter, I would present it to Mr. Wimer, Regional Construction Engineer, for approval. I also stated that, if approved, a suspension order would then be initiated effective at that time.

I did state in our conversations, both on the project on March 28th and on the phone on April 6th, that I felt that wet ground conditions were prevailant and that more damage than good would probably come from trying to resume the grading operation too soon, especially in the ditch lines and embankment areas. I did state that should you elect to start your operation,

we would work closely with you and if it were then determined that compaction requirements were not being met, it would then be necessary to issue a suspension of work on that phase of the operation.

Ray Kizer Construction Co.

Drawer K, Redding, California 96001 • Area Code 916 • 241-6281

April 6, 1973

Oregon State Highway Division
P.O. Box 30
Salem, Oregon

Attention: Mr. K. D. Wolfe, Resident Engineer

Re: Rickreall-Independence Junction Section
Willamina-Salem Highway
Contract No. 7779

Dear Mr. Wolfe:

During our telephone conversation this date, you informed me that the State would not grant, at this time, additional calendar work days in which to complete the project. You further advised that if our intentions were to start work April 9, 1973 as indicated in my letter of April 2, 1973, an order to suspend the work would be issued because of the extreme wet ground conditions.

Please be advised that we have no qualms about a suspension order on that portion of the work on the easterly end of the project effective April 9, 1973, providing the calendar work day count stops and would not start again until such suspension order has been rescinded.

Assuming that you intend to issue the stop work order, we have cancelled work crews scheduled for Monday, April 9, 1973.

Very truly yours,
RAY KIZER CONSTRUCTION CO.
Ray Kizer, President

By _____
B. D. Johnson

BDJ/d

cc: W. W. Jones
George Blaisdell

RECEIVED

RESIDENT ENGR.
K. D. WOLFE

Ray Kizer Construction Co.

Drawer K, Redding, California 96001 • Area Code 916 • 241-6261

April 2, 1973

Oregon State Highway Division
P.O. Box 30
Salem, Oregon 97310

Attention: Mr. Kenneth Wolfe, Resident Engineer

Re: Rickreall-Independence Junction Section
Willamina-Salem Highway
Contract No. 7779

Dear Mr. Wolfe:

On Thursday March 28, 1973, you, your assistant, Mr. Bedell, and myself travelled throughout the Rickreall-Independence Junction Section project. You will recall that we discussed the possibility of starting the grading work and I believe that it was your recommendation that we should hold off the starting of any grading work at the present time due to the extreme wet ground conditions and adverse weather conditions.

We are most concerned about the completion of the work on the easterly end of the project due to the short amount of time remaining in which to perform the work in this particular area.

We are prepared to start working in the aforementioned area on or about April 9, 1973, but do not want to do so without your approval. It is our belief that this is about the latest date that we can start and still complete the work within the length of time specified.

If inclement weather continues so as not to permit ground conditions to improve by April 9, 1973, we believe additional time should be allowed to complete the project.

Your careful consideration of this matter will be appreciated. Thank you.

Very truly yours,
RAY KIZER CONSTRUCTION CO.
Ray Kizer,
President

By _____
B. D. Johnson

RECEIVED
APR 3 1973
RESIDENT ENGR.
K. D. WOLFE

BDJ/dj

cc: Wes Jones

OREGON STATE
HIGHWAY DIVISION

March 1,1973

Rickreall-Independence Jct.
Polk County
Cont. No. 7779

Ray Kizer Const. Co. &
Hannon Bros. Co.
Drawer "K"
Redding, California
96001

Dear Sir:

This is to inform you that Calendar Workday Charges resumed effective 12:01, 3/1/73 on the above named project.

K.D. Wolfe
RESIDENT ENGINEER

cc: Region
Construction
File

Februavy 1973

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
				1	2	3
4	5	6	7	8	9	10
		--- Winter Shut-Down ---				
11	12	13	14	15	16	17
18 Fair	19 Sunny	20 Sunny	21 Sunny	22 Sunny	23 Sunny	24
	<---- No	Work on project	----->	Resume Bridge Work - Baskett Slough Grading Approach slab 0/2	Approach slab grading Bent I completed 0/3	
25 Fair	26 Showers	27 cloudy	28 Rain			
	Appr. slab grading & forming Bent 4 Baskett Slough 0/2	Stripping forms Appr. slab grading & forming Baskett slough 0/2	Stripping forms Baskett Slough 0/2			

* = Workdays charged, Phase "A"
△ = No charge against workday count.

Work force on Phase "A" → 12/8 ← Workforce on remainder of project.
(1039 ± — 1101 ±)

March 1973

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
			"Calendar Workday" Charges resume after Winter Shut-down	1 Rain-Wind * → Stripping Falsework Baskett Slough 0/2	2 cloudy * 0/2	3 *
4 Cloudy *	5 Cloudy * 0/3	6 Showers * 0/3	7 Fair * 0/3	8 cloudy * 0/3	9 showers * 0/3	10 Showers *
← Stripping Falsework Structure				Baskett Slough →		
11 Showers *	12 Showers * 0/3	13 Fair * 0/3	14 Fair * 0/3	15 cloudy * 0/3	16 Showers * 0/3	17 showers *
← Stripping Falsework Structure				Baskett Slough →		
18 Showers *	19 Rain * 0/3	20 Rain * 0/3	21 Rain * 0/3	22 Clear * 0/3	23 Clear * 0/3	24 *
← Stripping Falsework Structure				Baskett Slough →		
25 Cloudy *	26 cloudy *	27 Rain *	28 showers *	29 cloudy *	30 Rain *	31 Rain *
← No Work on Project →						

* = Workdays charged, Phase "A"
△ = No charge against workday count.

Work force on Phase "A" → 1218 ← Workforce on remainder of project.
(1039 : — 1101 :)

April 1973

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
1 Rain *	2 Sunny *	3 Sunny *	4 cloudy *	5 cloudy *	6 cloudy *	7 *
	← - - - -	- - - - - - No	Work on	Project - -	- - - - - →	
8 Fair *	9 Cloudy △ "STOP WORK ORDER ISSUED" (wet conditions) No Work	10 sunny △ on Project	11 Sunny △ pipe work commenced 1056 & 1067 Dozer ripping old A.C. 1050-1084 5/0	12 Rain △ pipe work 1056 & 1067 pioneering slope 1045 Ripping old AC. 1049-1083 5/0	13 cloudy △ pipe work 1067 Mucking out old ditches pioneering slope 1092 5/0	14 cloudy △ Back-hoe Exc. old highway ditch lines 1051-1056 2/0
15 Fair △	16 Showers △ pipe work 1056 & 1068 Backhoe ditching 1068 Mh. 3/0	17 Rain △ Backhoe ditching 1067-1073 2/0	18 Rain △	19 Rain △	20 Fair △	21 clearing △
			← - - - - -	No Work	on Project - - - - →	
22 O-cast △	23 Showers △	24 cloudy △	25 showers △	26 Cloudy △	27 clear △	28 clear △
	← - - - - - - -	- No	Work on	Project	- - - - - - - →	
29 Clear △ "Stop Work order Lifted"	30 Clear * Scrapers 1034-1038 Finishing 915-1040 Compacting 1000-1030 6/4					

* = Workdays charged, Phase "A"
△ = No charge against workday count.

Work force on Phase "A" → 12/8 ← Workfore on remainder of project.
(1039 : - 1101 :)

May 1973

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
		1 clear * Scrapers Exc. 1036 " " 1060 Water & Compact 870-909 8/2	2 cloudy * Scrapers 1040 & 1060 cuts Pipe work Indep "Y" 16/10	3 cloudy * Scrapers 1060-1070 cuts Pipe work Indep "Y" Perf pipe 1091 Ah. 16/10	4 cloudy * Scrapers 1075-1080 pipe work Indep "Y" Perf. pipe 1091 Ah. 15/10	5 clear * Scrapers 1075-1080 to waste area. 10/0
6 Cloudy * Scrapers 1057 Ah to waste area 2 Scrapers, 1 Dozer shipped to another project 10/0	7 cloudy * Grading slopes east end. Pipe work Indep "Y" Finishing 910-920 9/3	8 cloudy * Pipe work Indep "Y" Fin. Gr. 910 Ah. 7/3	9 showers * Pipe work Indep "Y" Lime & till 983-993 Fin. Gr. 912-980 7/9	10 Cloudy * Pipe work Indep "Y" Finishing 1035-1075 Finishing 870-909 Finishing 912-980 Lime & Till 925-937 8/10	11 clear * Pipe work Indep "Y" Ripping & Regrading wet Grade 1035-1072 Lime & Till 932-952 Dragline at Derry Slopes 13/4	12 clear * Watering & Tilling lime 883-892 4/2
13 Clear * First Day of CTB →	14 Clear * Remove Brush east end Pipe work 1040-1045 Grading 1040-1070 Pipe work Indep "Y" CTB 999-1013 Lime & Till 950-965 & 937-952 16/19	15 Clear * Grade S/walk Lt 1091 Remove A.C. Lt 1038 Grading 1048 Ah. Hauling Brush 1043 Pipe work Indep "Y" CTB 1013-1017 Lime & Till 965-970 & Till 924-28 15/24	16 Clear * Grade S/walk Lt 1091 pipe work Indep "Y" " " 1032-1037 Finish Gr. 860 area CTB 1017-1033 Tilling Lime 925-952 12/25	17 Clear * pipe work 1032-1045 " " Indep "Y" Finish Gr. 865 area CTB 1000-1033 Lime & Till 915-924 Tilling 926-969 10/30	18 Clear * Grade S/walk Lt 1095 pipe work 1035-1045 perf. pipe 1057-1064 CTB 999-1028 Lime & Till 840-860 Grading "D" 843-850 Tilling 928-937 12/31	19 Cloudy * Bridge work resumed yesterday. Set Beams today on Derry. Grade S/walk 1092 Ah. Tilling 840-850 & 937-952 Pipe work Indep "Y" Finishing "D" 843-850, & 860-866 & 8/11
20 Clear *	21 clear * Finishing 1035-1065 Pipe work 1045-1057 C.T.B. 985-997 Lime & Till 857-869 Tilling 937-949, 840-851 Paved Detour 816 area 8/38 Br. Work Derry	22 a cast * Pipe work 1057-1061 Blade Aireating 843-855 Tilling 937-956 C.T.B. 1022-1033 Br. Work - Derry 5/37	23 Rain * Pipe work 1057-1061 Finish Gr. 1074-1085 Tilling 850-866 & 937-956 Finishing 937-956 Br. Work - Derry 8/19	24 Rain * Pipe Work 1057-1062 Policing Signing Br. Work - Derry Grade too wet! 7/11	25 Rain * △ Pipe work 1033-1036 Br. Work - Derry Dragline - Basket Slough 0/18 ←	26 △ Holiday →
27 △ Memorial Day Holiday	28 △	29 Clear * Exc. Golf course Entry Finishing 1032-1060 Blade Aireating "D" 820-840 C.T.B. 1009-1021 Tilling Lime 917-969 Br. Work - Derry 8/43	30 cloudy * Pipe work 1092 Ah. Subx & Pit Run - Golf course Entry CTB 1009-1029 Lime & Till 842-850 Finish & Compact 820-840 Br. Work - Derry 13/38	31 clear * Pipe work 1094-1097 Finishing 1034-1097 Rock & Pave Golf Course CTB 982-988 Lime & Till 842-850 Br. Work - Derry 21/35		

* = Workdays charged, Phase "A"

△ = No charge against workday count.

Work force on Phase "A" → 12/8 ← Workfore on remainder of project.
(1039 ± — 1101 ±)

June 1973

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
					1 Clear * Limed 1033-1040 Grading 1048 Ah. Grading Golf Course Entrance CTB 871-889 Limed & Tilling 887-907 Finishing Lime 815-870 Br. Work - Devvy 16 / 39	2 Cloudy * Limed 1040-1050 Grading 1060-1072 pipe work 1100 area Finishing S.G. 910-975 11 / 2
3 Cloudy * Limed 1051-1062 Tilling 1035-1062 Grading 1065-1085 11 / 0	4 clear * Grading 1071-1086 Lime & tilling 1062-1078 Compacting 1062-1074 CTB 889-896 Dozer on "D" 820-841 Br. Work - Devvy 18 / 41	5 clear * Grading 1034-1084 Limed 1078-1084 Tilling 1034-1078 Br. Work - Devvy CTB 871-889 Limed 1034-1036 pipe 901-922 13 / 29	6 clear * Tilling Lime 1047-1084 Br. Work - Devvy Pipe crew - Br. drains Finishing 840-865 CTB 966-981 Dozer on S.G. 828-841 3 / 44	7 cloudy * Grading 1039-1073 Water & tilling 1047-1073 Br. Work - Devvy CTB 949-963 Finish Slopes 840-870 Compact S.G. 840-865 Dozer on S.G. 815 7 / 37	8 O-cast * Finish Gr. 1047-1084 Br Work - Devvy CTB 936-949 Tilling Lime 1034-1037 " " 897-907 3 / 43	9 *
10 *	11 Cloudy * Finishing 1047-1084 CTB 1001-1024 CTB 983-995 Finishing 860-910 Tilling Lime 842 area 1 / 45	12 Showers * compaction 1047-1084 Br. Work - Devvy Grading Dallas Detour Finishing 897-907 Finishing "D" line CTB 1 / 49	13 △ 1st Day Operations, Strike Affects Project. Grading & finish 820-840 Br Work - Devvy 0 / 15	14 △ Forming inlets 901-906 Grading 842 area " "D" 842-815 Br. Work - Devvy 0 / 18	15 △ Finishing 832-842 forming inlets 901-906 Watering lime 832 Br. Work - Devvy 0 / 18	16 △
17 △	18 Cloudy △ Br. Work - Devvy inlet pours 901-906 0 / 10	19 clear △ Br. Work - Devvy Inlet forming 916-923 0 / 14	20 clear △ Br. Work - Devvy inlet pours 916-923 0 / 13	21 clear △ Br. Work - Devvy 0 / 11	22 cloudy △ Br. Work - Devvy 0 / 9	23 △
24 Showers △	25 clear △ Bridge Work - Devvy 0 / 7	26 clear △ ----> 0 / 8	27 clear △ ----> 0 / 6	28 clear △ ----> 0 / 4	29 clear △ Br. Work - Devvy 0 / 4	30 △

* = Workdays charged, Phase "A"

△ = No charge against workday count.

Work force on Phase "A" → 12/8 ← Workfore on remainder of project.
(1039 : — 1101 :)

July 1973

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
1 △	2 Clear △ Bridge Work - Devvy 0/3	3 clear △ Br. Work - Devvy (conc. pour.) 0/16	4 clear △ Legal Holiday 0/0	5 clear △ Br. Work - Devvy 0/2	6 clear △ Br. Work - Devvy 0/3	7 △
8 △	9 Clear △ Br. Work - Devvy 0/3	10 clear △ ----->* 0/3	11 clear △ ----->* 0/5	12 clear △ ----->* 0/3	13 clear △ Br. Work - Devvy 0/5	14 △
15 △	16 Clear △ Br. Work - Devvy 0/3	17 Clear △ Shaping Grade 925-981 Br. Work - Devvy 0/6	18 Clear △ shldr blading 925-981 Br. Work - Devvy 0/6	19 o-cast △ Br. Work - Devvy 0/2	20 o-cast △ Br. Work - Devvy 0/2	21 △
22 △	23 cloudy △ CTB 970-981 Br. Work - Devvy 0/23	24 Hazy △ CTB 950-970 (Pickett's Mid PM) Br. Work - Devvy 0/22	25 clear △ Br. Work - Devvy 0/5	26 clear △ ----->* 0/5	27 clear △ Br. Work - Devvy 0/5	28 △
29 △	30 clear △ Pipe at Golf Course Br. Work - Devvy 3/2	31 clear △ pipe work 1047-1051 Br. Work - Devvy 3/2				

* Entire Month - Labor Dispute in Effect

* = Workdays charged, Phase "A"
△ = No charge against workday count.

Work force on Phase "A" → 12/8 ← Workfore on remainder of project.
(1039 ± - 1101 ±)

Aug. 1973

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
			1 Clear △ Curb Lt 1035-1045 pipe 1051-1055 Br. Work - Devry 10/2	2 Clear △ Curb Lt 1043-1061 Pipe 1065-1070 Br. Work - Devry 10/4	3 Clear △ Curb 1061-1081 Pipe Work Lt 1073 Br. Work - Devry 10/4	4 Clear △ Regrade Brunks Rd Pipe at Brunks Rd 11/0
5 Fair △ Operators Strike Ended	6 Fair * Grade Walks 1073 Ah Pipe Work 1073-1079 Grading 1072-1073 Inlets 1036-1065 CTB 1037-1050 Br. Work - Devry 30/4	7 Clear * Pipe Work 1073-1079 Inlets 1036-1048 Finish Grade "D" 815-820 CTB 911-927 Br. Work - Devry 10/21	8 Clear * Inlets 1050-1057 Curb 1072-1090 pipe 1077 Ah. Rock Dallas Detour Lime 836-842 Br. Work - Devry 10/31	9 Fair * Inlets 1060-1070 Perf Pipe 1034-1057 CTB 933-947 Lime 832-842 Br. Work - Devry 9/32	10 Clear * Pave Brunks Rd Inlets 1073-1100 Lime 835-827 CTB 947-962 Br. Work - Devry 35/53	11 Fair * Finish Grade 1048-1084 Trimming curb 1070-1090 Finish Shldrs 925-981 Tilling Lime 826-842 4/4
12 * Carpenter & Labor Strike Began	13 Fair △ CTB AM. 1068-1071 Shldr Rock PM 985-1036 20/10	14 Clear △ CTB 1051-1071 Lime "D" Line 23/5	15 Clear △ curb 1091-1101 Tilling Lime "D" Line 10/2	16 O-cast △ Illumination 99W Rolling Lime "D" Line 0/3	17 Clear △ Illumination 99W 0/2	18 △
19 △	20 Clear △ CTB 1033-1036 1/22	21 Clear △ STRIKE ENDED 0/0	22 Clear * CTB 1033-1036 Br. Work - Devry 0/24	23 1st Rain * CTB 1047-1063 Br. Work - Devry 22/3	24 Rain * Inlets & pipe @ Brunks Rd. Br. Work - Devry 4/3	25 * Limiting amount of calendar work-days used up as of this date (220) on Phase A
	All Work on Phase A Completed Sept 21, 1973. 27 excess calendar days used.					

* = Workdays charged, Phase "A"
△ = No charge against workday count.

Work force on Phase "A" → 12/8 ← Workfore on remainder of project.
(1039 ± - 1101 ±)

7779

OREGON STATE HIGHWAY DIVISION

November 8, 1974

State Treasury Department
103 State Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe, Cashier

Re: Treasurer's Receipt #1310 (TCD 214898 - $100,000) &
Treasurer's Receipt #1311 (TCD 214899 - $100,000)

Ray Kizer Construction Co. & Hannan Brothers Co.
Contract 7779 - Rickreall-Independence Jct.

The retainage requirements on this contract have been reduced to $25,000. If the contractor would deposit this amount with the State of Oregon Treasurer, both of the above mentioned Time Certificates of Deposit (amounting to $200,000) could be released and returned to the contractor.

V. E. Skoog, Controller

by:

R. J. Hacek,
Accounting Systems Officer

CRP:njc

cc: Ray Kizer Constr. Co. &
Hannon Bros. Co.
First National Bank
Portland Main Branch

NOTED
C. W. HEAD

bc: C. W. Head
John Bond
Vince Gallagher
Charles Barrett

E-123

7779

FIRST NATIONAL BANK OF OREGON

HEAD OFFICE, PORTLAND, OREGON . CABLE "MULTNOMAH"

BRANCH/DIVISION:

ADDRESS:

November 7, 1974

Mr. Merle Crowe, Cashier
Office of the Oregon State Treasurer
Salem, Oregon 97310

Dear Mr. Crowe:

Enclosed is Collateral Receipt #96333 for Cashier's Check #232176 in the amount of $25,000 payable to the State of Oregon, purchased by Ray Kizer. This cashiers check is to replace Certificates of Deposit #214898 and #214899, each in the amount of $100,000, delivered to you August 9, 1974 as security in lieu of State retainage on Oregon State highway contract 7779 on project 12 of the Rickreall to Independence junction section of the Willamina-Salem highway. The contractor is Ray Kizer Construction Company and Hannon Bros.

Would you please endorse the matured Certificates of Deposit to Ray Kizer and deliver them to the representative of First National Bank of Oregon who presents this letter and the collateral receipt to you.

When the $25,000 security represented by the above mentioned cashiers check is no longer required by the State highway department, will you please return the enclosed collateral receipt to this branch with instructions that the funds be deposited to the account of Mr. Ray Kizer.

Please acknowledge receipt of this collateral receipt to John G. Fitzgerald, CPA, Suite F, 1610 West Street, Redding, California.

Sincerely,

Helen J. Lee
Assistant Cashier

HJL/sv
Enclosure

cc: William Tison
H.S. Colter
Floyd Query
Ray Kizer
John G. Fitzgerald

RECEIVED
NOV 8 1974
Office of
Assistant State Highway Engineer

11-8-74
orig. to Accts
cy Rec'd

#7779

DEPARTMENT OF TRANSPORTATION

J. B. Boyd
Right of Way Engineer

October 23, 1974

C. W. Head
Commission Services

Attached for further handling are two copies each of the following crossing agreements with Bonneville Power Administration:

1) Forest Grove-Gaston Section of the Tualatin Valley Highway in Washington County. (File 36831) MISC. CONTRACTS and AGREEMENTS No. 5142

2) Rickreall-Independence Junction Section of the Willamina-Salem Highway in Polk County. (File 36954) MISC. CONTRACTS and AGREEMENTS No. 5143

3) Gray Creek-North Fork Coquille River Section of the Coos Bay-Roseburg Highway in Coos County. (File 39835) MISC. CONTRACTS and AGREEMENTS No. 5141

Please have Bonneville Power Administration date the agreement on Page 1, sign, and fill in the Notary portion on Page 2. When this has been done, please return one copy each for the Transportation Commission's files.

FKN:ser

att.

7779

October 10, 1974

Ray Kizer Construction Company &
Hannan Bros. Company
P.O. Box 42365
Portland, OR 97242

Gentlemen:

We have reviewed your request for an extension of the early phase time on Contract No. 7779 for work on the Rickreall-Independence Junction Section of the Willamina-Salem Highway in Polk County.

Careful consideration was given to the reasons you submitted. In light of the available facts including particularly the early opening of the entire project, an extension of 14 days is granted. This is not based on any specific interval of time but is based on assessing liquidated damages for the 13 days counted prior to September 14, 1973 during which there was little progress on the early phase section.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
C. O. Fredrickson

JAB:fr dpy

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project EHS-F-RF-325(7)
Rickreall-Independence Junction
Request for Time Extension

DATE: September 30, 1974

In reply refer to: 1041DB.2

FROM : G. L. Green, Division Engineer

NOTED
H. S. COULTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. H. S. Coulter

Your letter of September 19, 1974 requesting an extension of time on the subject project for Phase "A" work has been reviewed. The information furnished does not adequately justify granting any additional time for this phase of the project. Therefore, we do not concur with the recommendation.

G. K. Hosmer
for G. L. Green

lets go non-participating
Believe contractor is entitled to time.
H S C

10-1-74
ey Construction Engineer
Traffic Engineer
Bellinghausen

RECEIVED
OCT 1 1974
Office of
Assistant State Highway Engineer

The over-all job was open to Traffic about 1 year early.
The contractor argued that a spring work order should have been issued (but wasn't) to assess damages for only the delay in paving each phase.

7779

OREGON STATE HIGHWAY DEPARTMENT

Art Gottfried
Resident Engineer
P.O. Box 30
Salem, Oregon 97310
September 20,1974

Rickreall-Independence Jct
Willamina-Salem Highway
Contract No. 7779

Ray Kizer Construction Co.
J2K Construction Co.
P.O. Box 42365
Portland, Oregon 97242

Attention: Mr. W. W. Jones

In response to your letter of September 9,1974 requesting payment for unpaid Force Account Bill I would like to informe you that all Force Account Bills have been paid or are in the process of being paid.

I checked over the work sheet you submitted and I find that it is in error. I compared my records with the subcontractors records and we are in complete agreement. Some of the bills they submitted had to be returned for correction and evidently the original billing and the corrected billing were both included in your work sheet. Also, some of the billings were billed to the wrong Extra Work Order and had to be changed.

Attached you will find a work sheet which includes all the bills submitted and the Estimate No. that they were paid.

I am sorry this misunderstanding accured because we always try to pay all Force Account Bills as soon as we receive a correct billing.

NOTED
H.S.COULTER

Very truly yours,

Art Gottfried

Art Gottfried
Resident Engineer

RECEIVED
STATE HWY ENGR
SEP 24 74
REFER TO Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
SEP 25 1974
Office of
Assistant State Highway Engineer

NOTED
L. E. [illegible]

cc: Chuck Fredrickson
Fred Klaboe
Ken Wolfe
Hamilton Electric
Coral Corp.
Kobin & Meyer Attorneys

EXTRA WORK ORDER BILLS SUBMITTED

Company Name	Date	EWO #10	EWO #12	EWO # 9	Paid Estimate No.
				169.25	#24
Hamilton Electric	5-16-74				#24
" "	5-17-74		2,443.91		#21 (Your date 4-11-74)
" "	12-10-73		60.36		
" "	7-18-74			81.24	#24
" "	8-19-74		1,161.65		#24
" "	8-19-74		169.71		#24
" "	8-19-74		196.71		Had to be returned for correction, will be sub. in next Estimate.
				325.45	#20
Coral Corporation	3-13-74				#20
" "	3-13-74		2,529.10		#21
" "	4-22-74		253.33		
" "	11-7-73			848.96	#20
" "	2-20-74			1,753.65	#20 (Your date 12-20-74)
" "	3-13-74			56.86	#20
" "	3-14-74		6,536.08		#20
" "	7-24-74		573.10		Held up for checking will be sub. on next Estimate.
TOTALS		-0-	$13,923.95	3,235.41	
STATE PAID		-0-	13,154.14	3,235.41	
DUE		-0-	769.81	-0-	

7779

J2K CONSTRUCTION CORP.

Drawer K, Redding, California 96001 • Area Code 916 • 241-6281
Contractors License # 284422

STATE HWY ENGR
SEP 16 '74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to 9-17-74

NOTED
A. E. JOHNSON

Pls check

Rickreall-Independence Jct.
Willamina-Salem Highway
Contract # 7779
Sept. 9, 1974

Oregon State Highway Division
2111 Front Street N. E.
Salem, Oregon 97310

Attention: Mr. Ken Wolfe

In checking with subcontractors, I find many Force Account tickets submitted have not been paid. I have been assured by them the paper work was submitted.

All submittals by Hamilton Electric Co. was prior to or on 7-18-74 on CCO # 10.

All submittals by Hamilton Electric and Coral Corporation on CCO # 12 was prior to or on 7-24-74.

The amount due amounts to some $8,700.00 -.

It is part of the contract that the contractor diligently prosecute the work. It would seem the same would apply to the contracting agency.

The attached work sheet shows submitted amounts and dates. Please check your records to insure all that has been submitted if not, or if they have been misplaced, copies are available through this office.

Very truly yours,
Ray Kizer Construction Co.
J2K Construction Corp.

W. W. Jones - President

cc: & Att.
Ed Klaboe Salem Main Office
Hamilton Electric. Co.
Coral Corp.
Ray Kizer - Portland
Robin & Meyer Attorneys
File

WWJ/lj

J&K CONSTRUCTION CORP.

Drawer K, Redding, California 96001 • Area Code 916 • 241-6281

Contractors License # 284422

EXTRA WORK ORDERS - SUBMITTED

Company Name	Date	CCO# 10	CCO# 12	CCO# 9
Hamilton Electric	5-16-74	97.49		
" "	5-17-74		1,527.53	
" "	4-11-74		60.36	
" "	7-18-74	81.24		
" "	7-18-74		6,348.72	
Coral Corp.	3-13-74			325.45
" "	3-13-74		2,529.10	
" "	4-22-74		253.33	
" "	7-24-74		573.10	
" "	11-07-73			846.96
" "	12-20-73			1,753.65
" "	3-13-74			56.86
" "	3-14-74		6,536.08	
TOTALS		178.73	17,828.22	2,984.92
STATE PAID		-0-	9,308.97	2,774.89
DUE		178.73	8,519.25	210.03

7779

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 23, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G.L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. EHS-F-RF-325(7)

FROM C.T. Keasey
Construction Engineer

RECEIVED
AUG 30 1974
Office of
Assistant State Highway Engineer

8-30-74
orig to Coulter
cy to Green

SUBJECT Request Contract Acceptance

Contract 7779, Work Completed August 2, 1974

Project Rickreall - Independence Jct.

Highway Williamina - Salem

County Polo

We request that your office return a signed copy of this letter indicating acceptance or list condititions which would prevent your final acceptance of the contract work.

Acceptance Date August 2, 1974

VG:bz
cc: F. B. Klaboe
C. T. Keasey

NOTED
H.S. COULTER

D.K Hansen
G. L. Green
Division Engineer

RECEIVED
STATE HWY ENGR
AUG 30 '74
REFER TO
Coulter
FOR
Info | Invest | R/W | D/R | Sign | Act | File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7779

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE August 15, 1974

TO C. W. Head
John Bond
V. Gallagher
Charles Barrett

FROM V. E. Skoog, Controller
By: R. J. Hacek, Accounting Systems Off.

SUBJECT Ray Kizer Construction Co.
Contract 7779

Attached is a letter and Treasurer's Receipt #1310 (TCD 214898 for $100,000.00) and Treasurer's Receipt #1311 (TCD 214899 for $100,000.00) advising us of the deposit to be used in lieu of retainage on contract 7779. These are replacements for Treasurer's Receipt #473 (TCD 141810 - $100,000.00) and Treasurer's Receipt #474 (TCD 141811 - $100,000.00) which has been returned to Ray Kizer Construction Co.

Copies of the Treasurer's Receipts and letter will be filed (in the contract file) in the Commission Services Office.

CRP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1310

Received for Account of Ray Kizer dba Construction Company

Date Aug. 12, 1974

Address Drawer K Redding, Calif.

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank of Oregon, Portland, Oregon 10.25% dated Aug 8, 1974 Due Nov. 5, 1974	214898	1	100,000				100,000.00
							100,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract 7779 Project No 12 ORS 279.575

Authority

Countersigned by Beth Crow Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1311

SAFEKEEPING RECEIPT

Received for Account of Ray Kizer Construction Co. Date Aug. 12, 1974

Address Drawer K, Redding Calif.

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank of Oregon, Portland, Oregon 10.25% dated Aug. 8, 1974 due Nov. 5, 1974	214899	1	100,000				100,000.00
							100,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No 7779 Project No. 12

Authority ORS 279.575

Countersigned by [signature] Deputy Cashier

[signature] State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

August 13, 1974

Ray Kiser Construction Company
Drawer "K"
Redding, California

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipts numbers 1310 and 1311 in the total amount of $200,000.00 covering Time Certificate of Deposits numbers 214899 and 214898, in the amounts of $100,000.00 each, due November 5, 1974, drawn on the First National Bank of Oregon, Portland, Oregon. Treas Rec #474 #Treas Rec #473

These T.C.D.'s replace numbers 141811 and 141810, in the amount of $100,000.00 each which matured on August 8, 1974.

We have released them to the First National Bank of Oregon, Salem, Oregon, for credit of your account.

We have credited your State Highway contract number 7779 Project number 1R with the new Time Certificate of Deposits.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek
cc: John Fitzgerald, CPA, Suite F, 1610 West St. Redding, California
cc: First National Bank of Oregon, P. O. Box 3131, Portland, Oregon,
attn: Helen Lee, Ass't Cashier

RECEIVED
AUG 14 1974
Contract Accts.

COPY

RECEIVED
AUG 12 1974
Contract Acctg.

August 9, 1974

Trans Rec #	Bond #	Amt. $
473	141810	100,000.-
474	141811	100,000.-

Mr. Merle Crowe, Cashier
Office of the Oregon State Treasurer
Salem, Oregon 97310

Dear Mr. Crowe:

Enclosed are two Time Certificates of Deposit for $100,000 each, issued to and endorsed by Ray Kizer to the order of the Oregon State Treasurer.

These certificates are delivered to you to replace certificates #141810 and #141811 in like amounts delivered to you August 11, 1972 as security in lieu of retainage on Oregon State Highway Contract #7779 on Project 12 of the Rickreall to Independence Junction section of the Willamina-Salem Highway. The contractor is Ray Kizer Construction Company and Hannan Bros.

Will you please deliver the matured Certificates of Deposit to the representative of First National Bank of Oregon who presents this letter and the new certificates to you. The matured certificates also need to be endorsed.

Please acknowledge receipt to John G. Fitzgerald, CPA, Suite F, 1610 West Street, Redding, California with copy to the undersigned.

Sincerely,

Helen J. Lee
Assistant Cashier

RECEIVED
AUG 12 1974
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

HJL:vc
Enclosures: TCD #214898
#214899

cc: William Tison, Resident Engineer
H.S. Coulter, Construction Engineer
Floyd Query, Secretary
Oregon State Highway Division, Highway Building, Salem, Oregon 97310
Ray Kizer
John G. Fitzgerald

RECEIVED
AUG 12 1974
Contract Acctg.

RECEIVED
AUG 12 1974
COMMISSION AND STATE AUDITOR
DEPARTMENT OF TRANSPORTATION

7779

August 9, 1974

Mr. Merle Crowe, Cashier
Office of the Oregon State Treasurer
Salem, Oregon 97310

Dear Mr. Crowe:

Enclosed are two Time Certificates of Deposit for $100,000 each, issued to and endorsed by Ray Kiser to the order of the Oregon State Treasurer.

These certificates are delivered to you to replace certificates #141810 and #141811 in like amounts delivered to you August 11, 1972 as security in lieu of retainage on Oregon State Highway Contract #7779 on Project 12 of the Rickreall to Independence Junction section of the Willamina-Salem Highway. The contractor is Ray Kiser Construction Company and Hannan Bros.

Will you please deliver the matured Certificates of Deposit to the representative of First National Bank of Oregon who presents this letter and the new certificates to you. The matured certificates also need to be endorsed.

Please acknowledge receipt to John G. Fitzgerald, CPA, Suite F, 1610 West Street, Redding, California with copy to the undersigned.

Sincerely,

Helen J. Lee
Assistant Cashier

HJL:rvc
Enclosures: TCD #214898
#214899
cc: William Tison, Resident Engineer
H.S. Coulter, Construction Engineer
Floyd Query, Secretary
Oregon State Highway Division, Highway Building, Salem, Oregon 97310
Ray Kiser
John G. Fitzgerald

NOTED
H.S. COULTER

8-12-74
send cc to Constr.
K

RECEIVED
AUG 12 1974
Office of
Assistant State Highway Engineer

#7779 STATE COPY Coulter

8-7-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

WASH DC (HHO-32)
OSHD (Coulter)
(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Polk	Oregon

IN COMPANY WITH: See below

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
8/2/74	Original signed by P. V. RIEDL P. V. Riedl, Area Engineer	EHS-F-RF-325(7)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	a - 112 % b - 85	% 100

RICKREALL-INDEPENDENCE JCT. SECTION
WILLAMINA-SALEM HIGHWAY
Grading, Paving, Structures, Signing and Illumination

A final inspection was made on August 2, 1974 with the following people in attendance:

COPY SENT
AUG 12 1974
Washington

Gerry Wimer, OSHD Regional Construction Engineer
Al Harwood, OSHD Construction Field Engineer
Ken Wolfe, OSHD Resident Engineer
Floyd Lacey, OSHD District Engineer
Art Gottfried, OSHD Bridge Resident Engineer
Ed Hall, OSHD Resident Engineer
George Blaisdell, Contractor, Kiser Construction Company

All major work on the project is completed. Some minor cleanup is needed to complete the project work. Also erosion control of the railroad crossing fill is necessary. The Resident Engineer will advise when this work is completed.

The work under phase "a" was not completed within the allotted time and the contractor has requested an extension. This is being evaluated at the present time.

The materials incorporated into the project are in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

8-13-74
cy Coult.

RECEIVED
AUG 13 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

Form FHWA-1446A (12-73) Formley PR-33B — Previous Editions Of PR-33 B Will Not Be Used.

1779

STATE COPY

2

MONTHLY TRANSACTION NUMBER: 8-13, 8-14	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE: Oregon
PROJECT REPORT NUMBER: 5	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 7-31-74	COUNTY: Polk
MODIFICATION NUMBER: 1		PROJECT NUMBER: EHS-F-RF-325(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 30, 19 72, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,735,432	$ 3,808,162
Federal Funds	RF 1,154,713 $ F 1,219,526	RF 1,200,941 $ F 1,219,526
Other revisions		

This modification is made for the following reasons:

to include approved additional items

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 31st day of July, 1974.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E J Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. V. Smith
(Division Engineer)

for G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

July 24, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Project No. EHS-RF-F-325(7)
Rickreall-Independence Jct. Section

We are forwarding three copies of a revised project agreement estimate and four copies of a modification of project agreement for the subject project. Two copies of the modification of project agreement have been signed by a highway official.

CL:js

Oregon State Highway Division

Federal Aid Project
No. EHS-RF-F-325(7)

RICKREALL INDEPENDENCE JCT. SECTION

WILLAMINA-SALEM HIGHWAY IN POLK COUNTY

Salem, Oregon, July 24, 1974

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 831+97.68 to Sta. 101+00)

Subtotal on Previous Estimate of June 30, 1972			$3,017,809.00
Additional Approved Items			
PA 2 Furnish Pit Run Gravel	1.914 cu.yd.	2.95	5,646.30
PA 13 Construct Continuous Rail Traffic Barrier	990 lin.ft.	3.12	3,088.80
EWO 1 Reconstruct Field Drain Tile	All Required		1,000.00
EWO 2 Adjust Irrigation Line	All Required		7,926.21
EWO 7 Install Random Fill Drainage System	All Required		16,842.34
EWO 11 Miscellaneous Drainage Revisions	All Required		17,886.08
EWO 12 Revise Signing	All Required		13,728.02
	Net Increase		$ 66,117.75
	Subtotal		$3,083,926.75
	10% Engr. & Cont.		308,392.25
	Total		$3,392,319.00
Total for structures same as previous estimate of June 30, 1972			$ 415,843.00

Length of Roadway - - - - - - - - - 5.043 miles
Length of Structures (2)- - - - - 0.057 mile
Length of Project 5.100 miles

Cost of Roadway per Mile- - - - - $672,678.76

SUMMARY OF FUNDS

Description	Total Cost	Rural Primary Funds	Primary Funds	State Funds
Roadway	$3,392,319.00	$1,200,941.00	$ 955,217.00	$1,236,161.00
Structures	415,843.00	-	264,309.00	151,534.00
Total	$3,808,162.00	$1,200,941.00	$1,219,526.00	$1,387,695.00

Group 1 - 99% Group 8 - 1%

Prefix 27-1078

Contract No. 7779

7779

FORM 81.734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 11, 1974

FILE: 27-1078

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: R/W File 43885-Elsie M. Monson
Rickreall-Independence Jct. Sec
Willamina-Salem Highway

TO: H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

4C4-3

In my June 10, 1974, report on the subject matter, I promised to follow-up. This has now been done.

Actions taken were:

1. Frontage Road - The Frontage Road has been completed in its entirety and Mr. Howard Fleming has stated he is satisfied with it.

2. Approach Location - The right-of-way section will now conclude processing the necessary indenture of access.

3. Easement Release - A rock picker has been utilized to bring the land where the detour was removed back to its original condition. This area has been inspected by Attorney, Jerome Noble. His June 24, 1974, letter indicating that he and Mr. Fleming are satisfied with the condition is attached.

This should conclude the matter.

RECEIVED
STATE HWY ENGR
JUL 16 '74
REFER TO
FOR
Info | Sys | R/D | CR | Cons | A-T | File

NOTED
H.S. COULTER

RECEIVED
JUL 15 1974
Office of
Assistant State Highway Engineer

GWW/elk
cc: C. T. Keasey
K. D. Wolfe
Rod Henry
Attachs.

27-1078

REGION 2 ENGINEER
RECEIVED
JUL 8 1974
RE RCE RME RTE ROL
LLE GEO TA FILE

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1974

SUBJECT: Rickreall-Independence Jct.
Willamina-Salem Highway
Polk County
Contract No. 7779

R/W File No. 43885-Elsie M. Monson

To: C.O. Fredrickson
REGIONAL ENGINEER

Attn: G.W. Wimer
REGIONAL CONSTR. ENGINEER

In response to Mr. Wimers footnote on a letter dated 6/14/74 to Mr. Shetterly from A.E. Johnson, Deputy State Highway Engineer, regarding R/W File No. 43885 - Elsie M. Monson property, please note the following. There were three items discussed in the referred to letter:

1. Frontage Road - The frontage road has been completed in its entirety and Mr. Howard Fleming has stated he is satisfied with it.

2. Approach Location - Mr. Rod Henry has been contacted and he will prepare the indenture of access.

3. Easement Release - A rock picker was employed in the area where the Coast Highway detour was removed, in order to bring the land back to its original condition. Upon completion of the rock picking operation the area was inspected by Jerome Noble, Attorney at Law and attached is a copy of a letter stating that Mr. Fleming and Mr. Noble are satisfied with its condition.

Mr. Rod Henry is awaiting a copy of Mr. Noble's letter in order to proceed with the indenture of access.

K.D. Wolfe
RESIDENT ENGINEER

HAYTER, SHETTERLY, NOBLE & WEISER
ATTORNEYS AND COUNSELORS AT LAW
675 Academy Street • P. O. Box 105
DALLAS, OREGON 97338

June 24, 1974

PHILIP HAYTER
KENNETH E. SHETTERLY
JEROME L. NOBLE
MARVIN J. WEISER

TELEPHONE: 623-2375
Area Code 503

State Highway Department
P. O. Box 30
Salem, Oregon 97310

Attention: Ken Wolfe

Re: HSN&W Properties

Dear Mr. Wolfe:

This will confirm our telephone conversation on June 24, 1974, wherein you asked if our firm was satisfied with the condition of our property along the coast highway near Rickreall. I indicated to you that I had personally viewed the easement strip after your Department had employed a rock picker on it and I have also spoken with Howard Fleming, our farmer tenant. This letter is intended to inform you that we are satisfied with the condition of the former easement and feel that it has now been made suitable for farming purposes.

Thank you for your attention to our complaint in this matter.

Yours very truly,

JEROME L. NOBLE

JLN:jr

RECEIVED
JUN 25 1974
RESIDENT ENGINEER

#7779

June 14, 1974

Mr. Kenneth E. Shetterly
Hayter, Shetterly, Noble & Weiser
Attorneys at Law
P. O. Box 105
Dallas, OR 97338

HO4-3

Dear Mr. Shetterly:

R/W File 43885 - Elsie M. Monson
Rickreall-Independence Junction Section
Willamina-Salem Highway

Your May 17 letter was probably meant to be addressed to Regional Right-of-Way Supervisor Rod Henry in the East Salem Highway Building, or to Resident Engineer Ken Wolfe, P. O. Box 30. It is understood you are presently in contact with the staffs of both. The answers to your questions insofar as possible at this time are:

1. Frontage Road. The frontage road called for in the deed is currently under construction.

2. Approach Location. An indenture of access will be necessary to correct the station of the frontage road connection to the main highway to the same as that which is possible to construct within the frontage road right-of-way. This is what Mr. Henry's staff initially contacted you about.

3. Easement Release. The basic need for the easement has been completed and its condition before final release is being discussed with you by Mr. Henry and Mr. Wolfe. I am sure they will work with you to the final conclusion of this question.

Thank you for this opportunity to comment. As indicated above, Mr. Henry and Mr. Wolfe will follow this up

with you to the final conclusion. However, if there are any unanswered questions or concerns, please feel free to contact us.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
R. L. Schroeder (enc.)
J. B. Boyd "
C. T. Keasey "
C. O. Fredrickson
Rod Henry "
Ken Wolfe "

GWW:elk ja

FORM PI-736 3939

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 10, 1974

FILE: 27-1078

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: R/W File 43885-Elsie M. Monson
Rickreall-Independence Jct. Sec.
Willamina-Salem Highway

TO: H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Kenneth E. Shetterly's May 17, 1974, letter relative to the subject matter was referred as assignment #404.

A rough draft reply is attached as well as a May 29, 1974, interim report from Resident Engineer, K. D. Wolfe.

I believe it is our obligation to either remove the rock from this parcel of farm land or purchase it. Mr. Wolfe has been having some difficulty in finding a rock picker.

I believe the rough draft reply should conclude the matter of a reply to Mr. Shetterly. We will follow-up in the field.

GWW/elk
Attachs.
cc: Rod Henry
Ken Wolfe

RECEIVED
JUN 12 1974
Office of
Assistant State Highway Engineer

27-1078

FORM E-50

REGION 2 ENGINEER
RECEIVED
MAY 30 1974
RE | RGE | RME | RTE | RUE
ULE | GEO | TA | FILE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 29, 1974

SUBJECT: Rickreall-Independence Jct.
Willamina-Salem Highway
Polk County
Contract No. 7779

Assignment No. 1438

To: C.O. Fredrickson
REGIONAL ENGINEER

Pat McLaughlin and I met at 9:00 A.M. with Jerry Noble (attorney and partner in ownership of the former Monson property) and Mr. Fleming to discuss problem of rock left on the farm land in the coast detour easement area on the west end of the project. It was pointed out that the easement agreement stipulates that at the termination of the easement, said surfacing shall be removed by Grantee herein and the land so far as practicable restored to its original condition. The project special provisions states bluntly that "those areas lying outside permanent roadbed cross sections shall have the pavement removed and shall be restored to original condition". It was suggested by the owner that in order to eliminate the rocks, the State should remove the affected material (approximately 1.1 acre) and haul in topsoil. Pat had dug several holes and the rock averages 3" - 6" in depth. On the basis of 6" removal, this would amount to about 800 cubic yards with the same amount of imported topsoil replacement. Topsoil is hard to find and unless it is obtained from our own right of way, would have to be hauled from some commercial source, probably along the Willamete River. Just as a wild guess, it could cost $5.00-$6.00 a yard to excavate and embank on a swapping basis and would be considerably more on the basis of commercially imported material.

This could amount to $5,000-$6,000. The land is worth about $1,000-$1,500 per acre. Mr. Noble suggested we buy the land, but also said it would be a shame to take it out of production. Handpicking the larger rock out of the material was discussed but all agreed this was not practicable. Mr. Fleming says he thinks there are commercial rock pickers on the market and all of us decided to investigate the availability and practicality of taking this route and the matter would stand as is until next week and we pool our findings.

K.D. Wolfe
RESIDENT ENGINEER

P.S. the other matters in their letter, ie. frontage road & access point, have been resolved & are understood by the owners. KDW

HAYTER, SHETTERLY, NOBLE & WEISER

ATTORNEYS AND COUNSELORS AT LAW
675 Academy Street • P. O. Box 105
DALLAS, OREGON 97338

PHILIP HAYTER
KENNETH E. SHETTERLY
JEROME L. NOBLE
MARVIN J. WEISER

TELEPHONE: 623-2375

May 17, 1974

RECEIVED
STATE HWY ENGR
MAY 20 74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
MAY 21 1974
Office of
Assistant State Highway Engineer

5-21-74
REFER TO
By Asst. State Hwy. Engr.

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Re: Your File No. 43885, L-6511
Rickreall-Independence Junction
Salem-Willamina Highway
Polk County

Gentlemen:

By deed dated October 19, 1971, and recorded in Book of Record 23, at page 406, in the office of the County Clerk of Polk County, Oregon, Elsie M. Monson conveyed to the State of Oregon, by and through its State Highway Commission, two parcels of real property and a temporary easement for the construction of a detour road, all in connection with your above-mentioned project. By deed dated November 10, 1971, and recorded December 9, 1971, in Book of Record 24, at page 664, in the office of the County Clerk of Polk County, Oregon, this office acquired all of the right, title and interest of Elsie M. Monson in the remaining property owned by her in the vicinity of the parcels which she conveyed to the State of Oregon.

By visual observation, it appears that the highways which the state desired to construct over and across the parcels of real property acquired from Elsie M. Monson have been constructed and the need for the easement appears to have ceased to exist.

As the successors in interest to Elsie M. Monson, we consider it necessary to consult with your appropriate officials over questions which appear to have arisen with respect to the fulfillment of your obligations as set forth in the deed appearing in Book of Record 23, at page 406. For instance, the deed states that you will construct a frontage road over a portion of the parcel which you acquired and to date no such frontage road has been constructed. There is a question also in our minds as to whether the area which was included in the easement has been restored to its original condition. We also have questions concerning the location of the points of access which were reserved in the deed.

Could we meet with an appropriate representative or representatives of your office in the near future to discuss this matters. Thank you for your cooperation.

Yours very truly,

Kenneth E. Shetterly

KENNETH E. SHETTERLY

KES:jr

7779

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 23, 1974

FILE: 27-1078

NOTED
H. S. COULTER

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

ORIGINAL SIGNED BY GERALD WIMER

TO: Patrick A. Randalph, Jr.
TEMPORARY ASSISTANT ATTORNEY GENERAL

SUBJECT: Chet Castle Damage Claim
Phillips 66 Gas Station
Rickreall-Independence Jct. Se
Willamina-Salem Highway
Contract 7779

Attached is an April 18, 1974, report from Resident Engineer, K. D. Wolfe answering the questions posed in your April 11, 1974, letter to Assistant State Highway Engineer, H. S. Coulter about access to Chet Castle's Phillip 66 Station on the old Willamina-Salem Highway in Rickreall.

Mr. Wolfe's answers are very complete and good except for the one about meeting to discuss the matter in further details. I did have a preliminary conversation with Jack Sollis, Thursday, April 18. After you have digested these reports, we are available to meet with you and/or Jack to discuss the matter in more details.

For whatever value it might be, attached is a one page report with data on both sides giving the traffic volume before and after the relocation. Unfortunately, our Region Traffic Engineer, Rick Kuehn does not have a similar volume for while the old highway was closed. It was obviously less in front of Mr. Castle's station than the current 750 ADT.

Mr. Castle apparently contacted me the very first thing Wednesday, November 21, 1973, as my first note on that date referred to Ken Wolfe and reads;

1. "West (of) Rickreall on old highway
   Mr. Castle wants to know-Ken to call 581-2309

2. Now (scheduled for) Tuesday, November 27, at earliest"

Also attached are five photographs depicting the signing described in paragraph number 1 in Mr. Wolfe's April 18, 1974, letter.

APR 2 1 1974

GWW/elk
Attachs.
cc: H. S. Coulter
C. T. Keasey
Ken Wolfe

27-1078

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1974

SUBJECT: Rickreall-Independence Jct.
Willamina-Salem Highway
Polk County
Contract No. 7779

Re: Damage Claim
Chet Castle-Phillips 66

To: C.O. Fredrickson
REGIONAL ENGINEER

The following are answers to questions asked in Mr. Randolph's letter of 4/11/74 to Mr. Coulter.

1. The period of time alledged closure was October 11th to November 27,1973. During this time two portable barricades of the "zebra board" type were in place across the former Rickreall-Dallas highway at its intersection with 99W. On one of the barricades was a 60" x 30" standard highway sign with the legend "Road Closed to Thru Traffic". On the other barricade was an orange 30" x 24" "Detour" (with arrow) sign to direct Dallas and coastal traffic to the new intersection to the north. There was also a second "Road Closed to Thru Traffic" sign post-mounted in the south west quadrant of the intersection, oriented to be read by west bound traffic. The pavement where the barricades were placed was three lanes wide with large radii or about 50' of widths. The two barricades were about 6' wide each. This left considerable area for vehicles to travel on to go around the signs if they so desired. This in fact became quite a problem as many cars skirted the signs and went through on the road when it was not intended they should. Another barricade was placed about in line with the service station and on the highway and it carried a similar sized sign with the legend "Road Closed". This was a deliberate attempt to prevent those vehicles using the road from 99W to the station area from going on thru. The general plan of the signing was to allow local traffic to use the old road to service the businesses and residences to the west of the 99W intersection, but yet re-direct the unfamiliar motorist to the highway to the north until the section of the old Dallas Road could be rebuilt.

Traffic <u>from</u> Dallas to Rickreall was re-routed etirely onto the new Dallas leg (D-line) during this period of time although, after October 19th and especially after November 1st, local traffic disregarded the barricades to a great extent and used the old road anyhow. After November 1st, the guard rail type barrier on the west end of the closure was removed and replaced with cones. This allowed considerably easier access to the old road even tho it was

Rickreall-Independence Jct.
Re: Damage Claim
Chet Castle-Phillips 66

not "opened" to traffic. It was not fully completed and striped and thru traffic was still discouraged from using it.

To the best of my recollection, the station was open at least part of the time all during the road closure period. I was aware that tourist type traffic to the station would be virtually zero but felt local traffic and regular customers would still have adequate access.

2. Mr. Wimer, Regional Construction Engineer was aware of the closure from the beginning and on several occasions urged that the contractor be pressured to get a speedy completion.

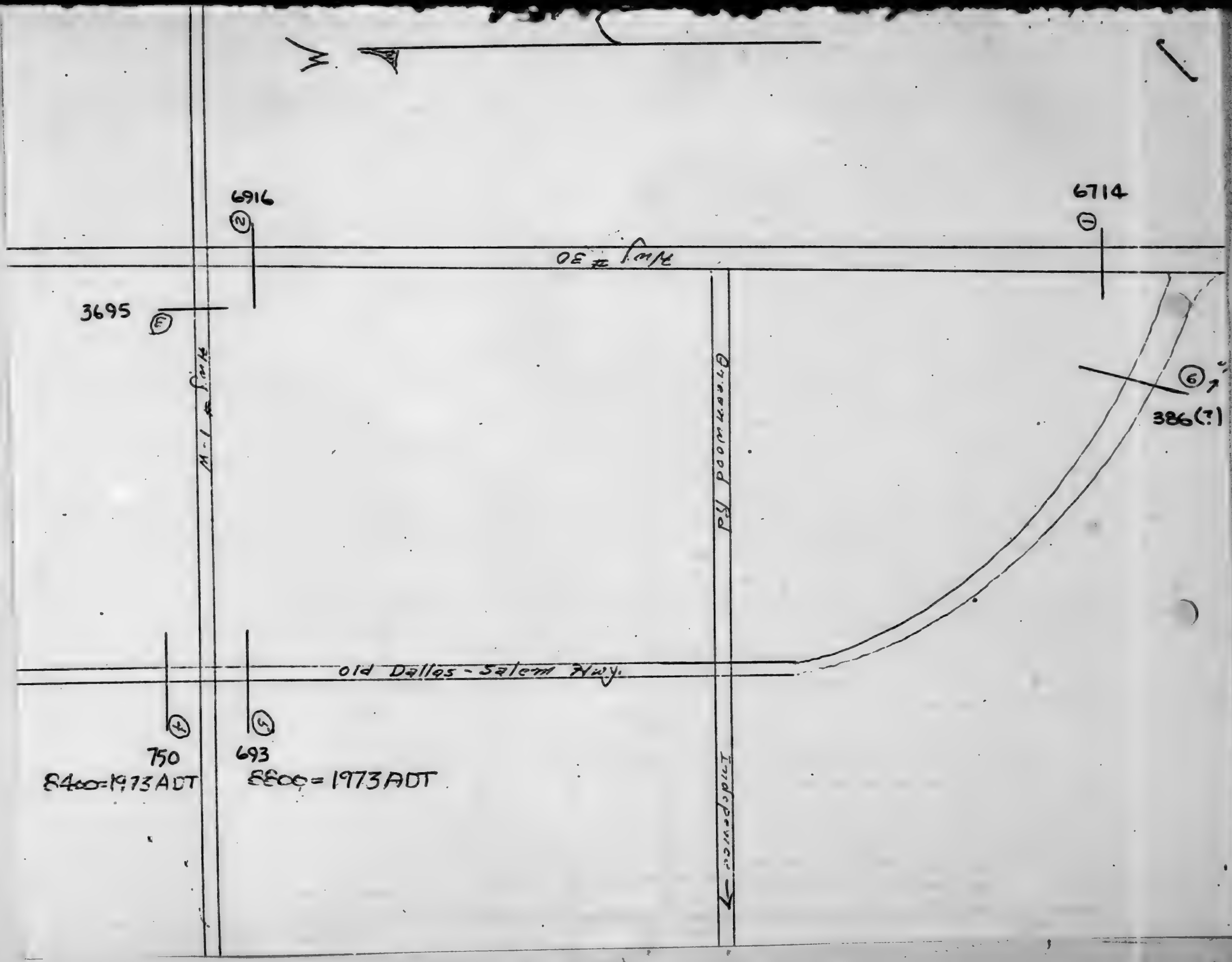
3. I recieved a request by phone from Mr. Wimer on 11/21/73 to contact Mr. Castle regarding expected time of opening the road. I did so on the same date and told Mr. Castle if weather permitted would get the rebuilt section striped that day and opened up, otherwise, it might be next week.

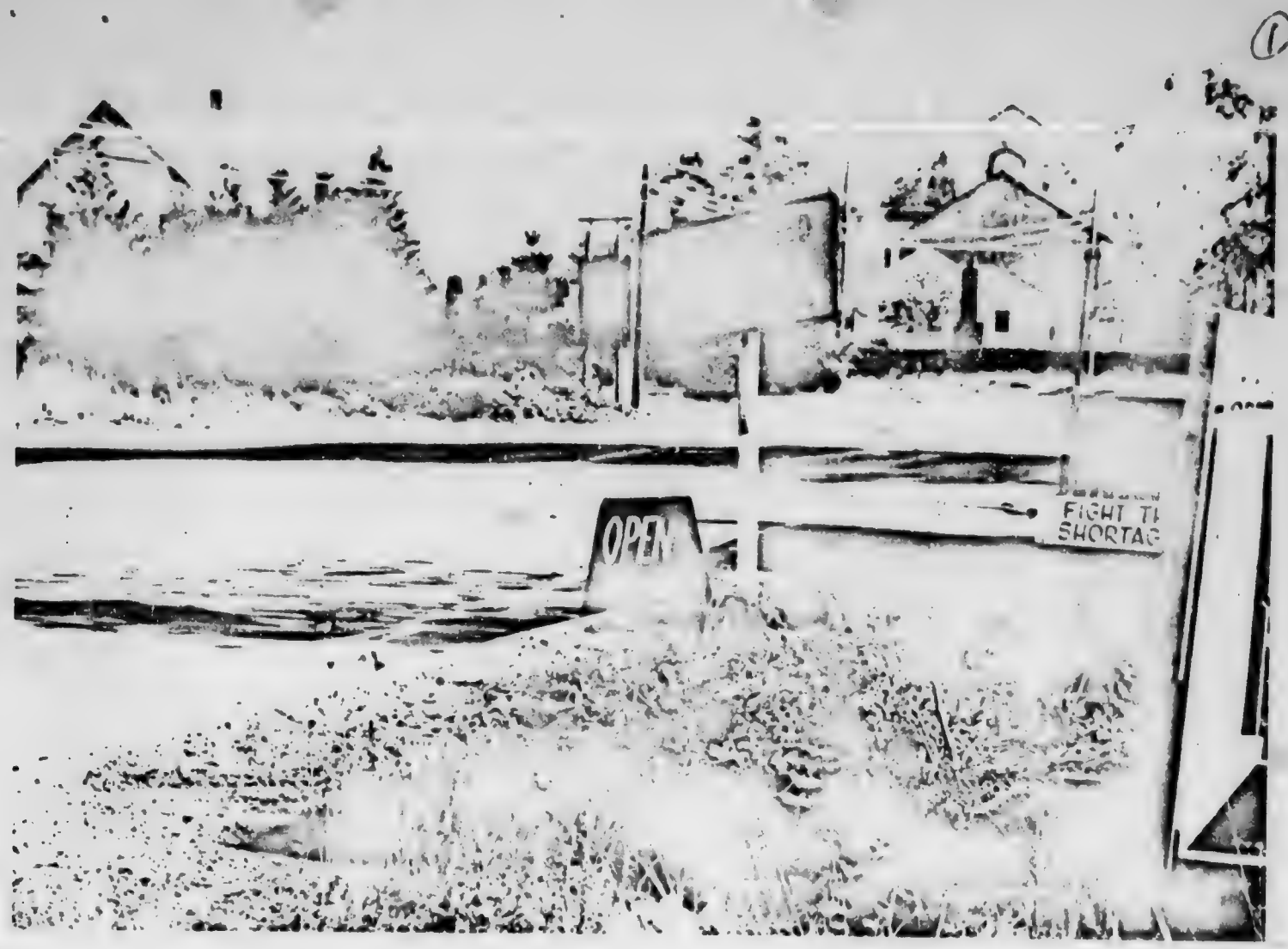
4. Use of base rock in place of cement treated base was discussed by the State and contractor and the contractor elected to use cement treated base as the job was originally planned this way. Had we used base rock and/or full depth asphaltic concrete it could have reduced the construction time by a few days. This could have resulted in the paving contractor moving in to complete the paving in the next 4 work days of relatively good weather between October 25th and November 1st and thus have completed the paving before the onslaught of heavy rains just following. However, this is speculative and the normal difference between use of cement treated base and asphaltic concrete would be only a couple of days. The big delay in our particular case was caused by weather too inclement for paving and striping.

5. The plans for the required construction work on the Rickreall-Dallas Road were discussed at length with the contractor on several occasions and several alternate plans were considered based primarily on the sequence of completion of other portions of the work. Expeditious completion of this portion of work was utmost in the contractors mind and he proceeded towards this end until inclement weather delayed paving. The contractor was instructed that at no time was access to be disallowed to anyone having business in the area.

K. D. Wolfe

K.D. Wolfe
RESIDENT ENGINEER


6916
6714
Hwy #30
3695
M-1 #Lane
Old Dallas - Salem Hwy.
750
8400=1973 ADT
693
8800=1973 ADT
386(?)



Standing in the Southeast quadrant of the 99W-Old Salem-Willamina intersection looking East north east.

ROUTE OR HWY. NO. [illegible]

COUNTY Polk WEATHER Rain

DATE: SET OUT 2/14/74 DAY Thursday

PICK UP 2/15/74 DAY Friday

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
PLANNING SURVEY

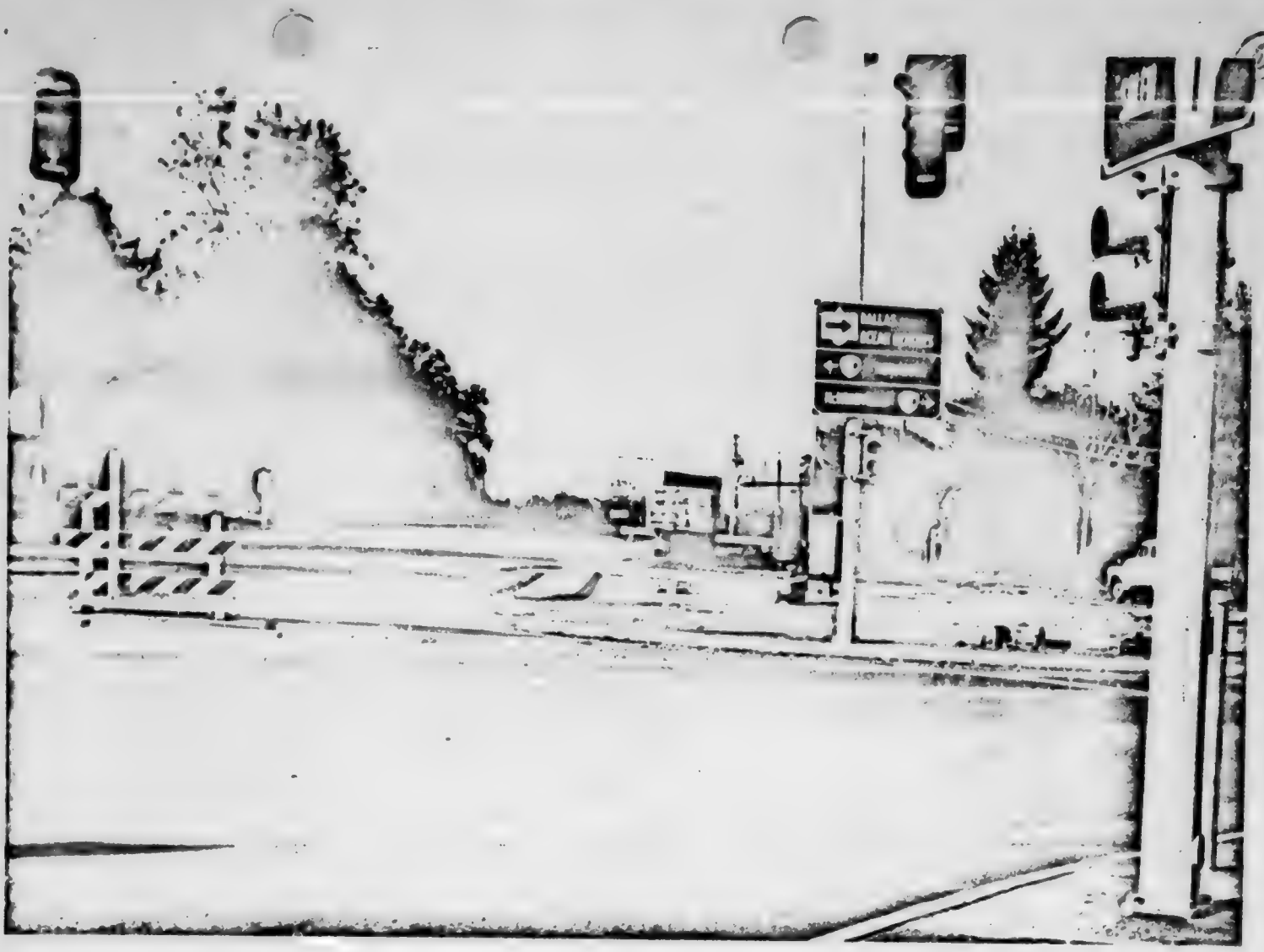
PORTABLE RECORDER COUNT RECORD SHEET

MILE POST	LOCATION		TIME	READING	VOLUME	REMARKS / PREV. ADT
# 1	station East Bound	PICK UP	9:40	55312		
		SET OUT	9:40	52060	3252	
	East Bound	PICK UP	9:50	97082		
		SET OUT	9:50	93620	3462	
# 2	West Bound	PICK UP	10:05	96893		
		SET OUT	10'05	93340	3553	
	East Bound	PICK UP	10:15	34233		
		SET OUT	10:15	30870	3363	
# 3		PICK UP	10:30	66395		
		SET OUT	10:30	62700	3695	
# 4		PICK UP	10:45	55950		
		SET OUT	10:45	55200	750	
# 5		PICK UP	11:00	63393		
		SET OUT	11:00	62700	693	
# 6		PICK UP	11:20	84386		
		SET OUT	11:20	84000	386	
		PICK UP				
		SET OUT				
		PICK UP				
		SET OUT				

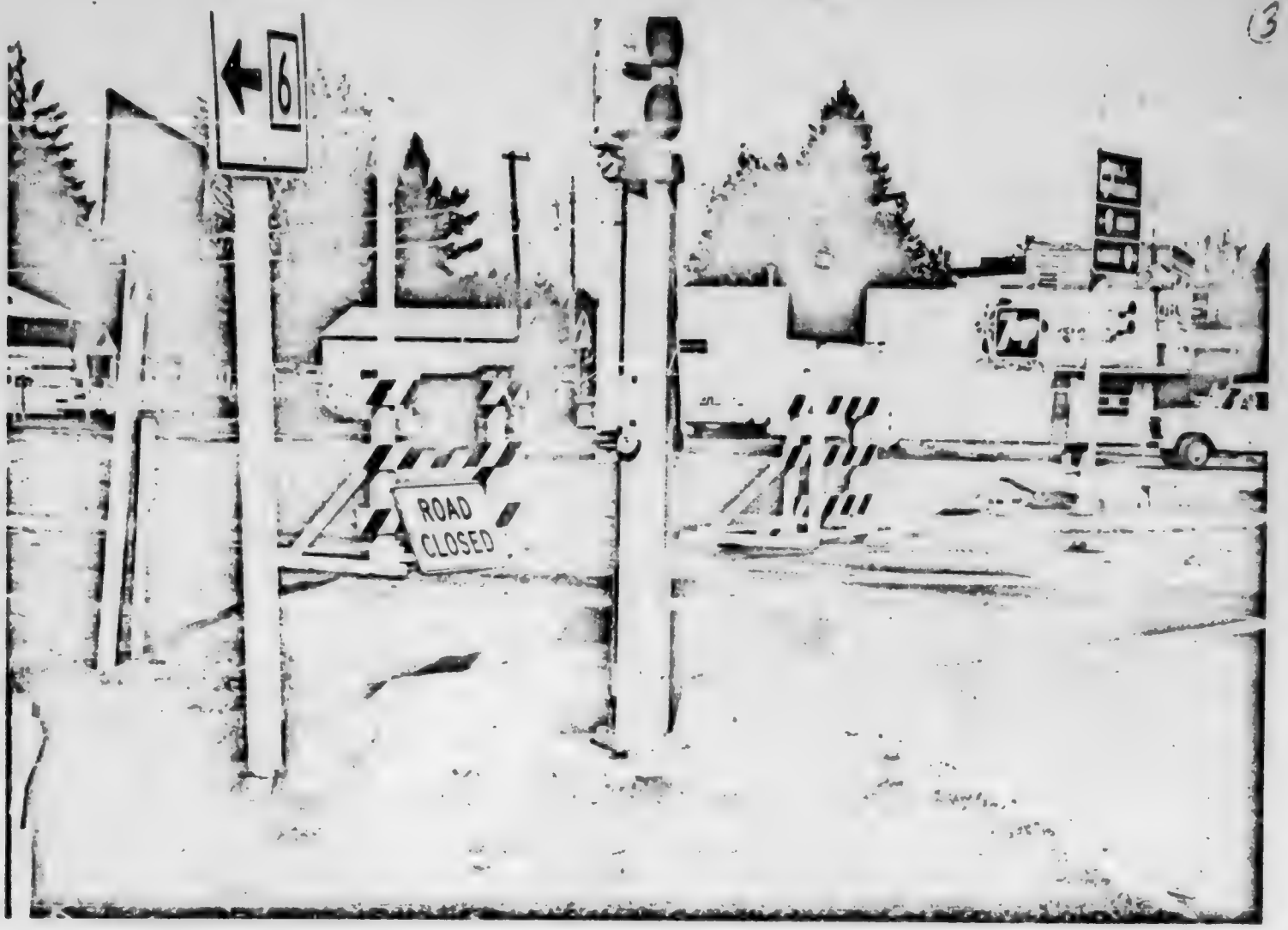
Rev: 7/68

(over)

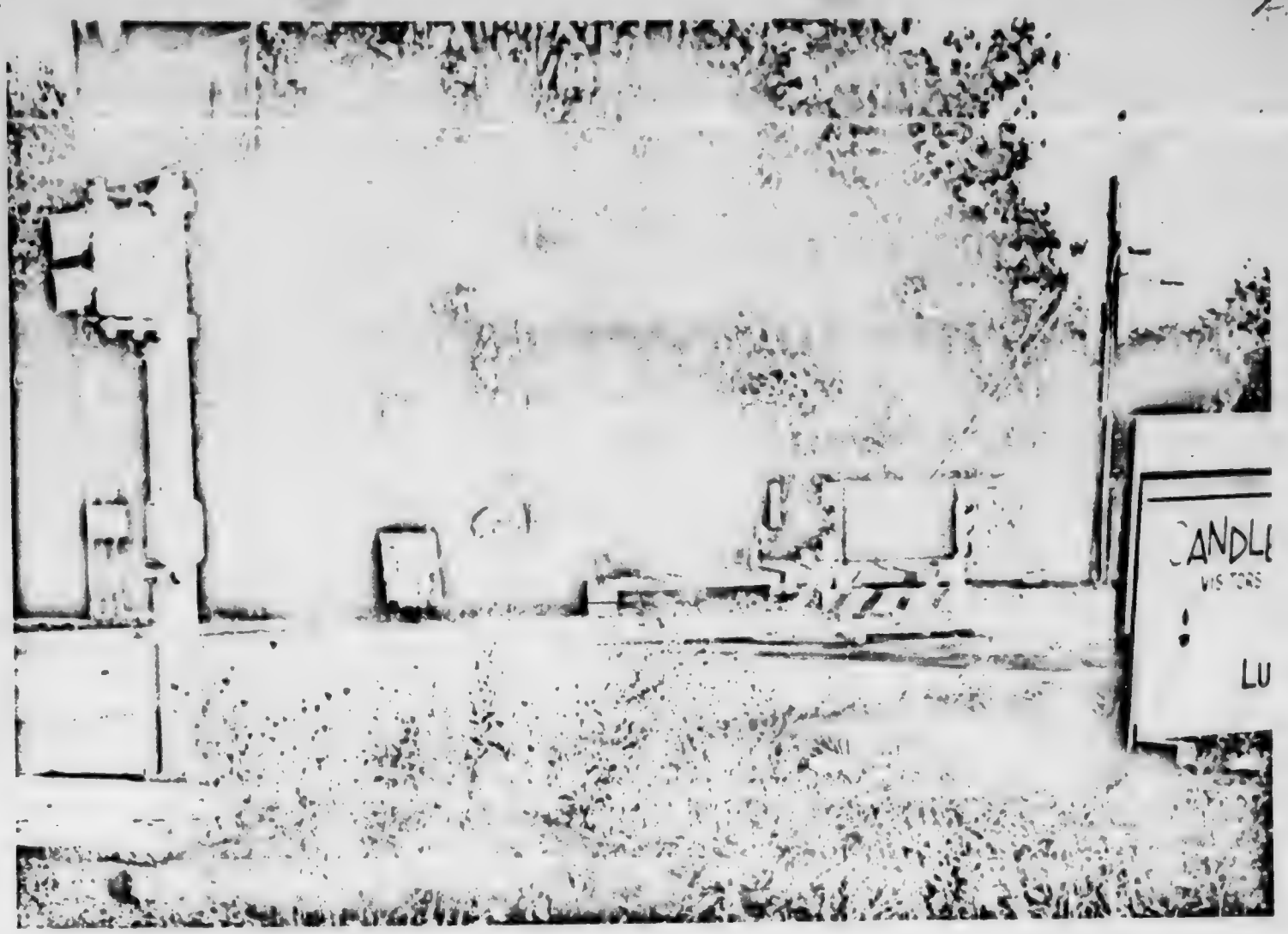
RECORDER [illegible]



Standing in the Northeast quadrant of the 99W-Old Willamina-Salem Highway looking west.
Phillips 66 Station sign is visible in the right center of picture just right of parked truck. Sign mounted on barricade is Type "O" "Road Closed to Through Traffic". Orange Type "O" signs print too dark to be legible on black & white pictures.



Stnading in the Southwest quadrant of the 99W-Old Willamina-Salem Highway intersection looking Northwest.
The two post mounted signs are Type "O" "Road Closed to Through Traffic". Sign mounted directly on barricade is Type "O" "Detour" with arrow pointing north. Orange color of Type "O" signs prints too dark to be legible on black and white pictures. Road closed sign propped against barricade was placed there by persons unknown and was not in place during the entire closure.



Standing in the Southeast quandrant of the 99W-Old Willamina-Salem Highway looking North east.

Standing in the east quadrant of the 99W-Old Willamina Salem Highway looking East.

Standing in the east quadrant of the 99W-Old Willamina-Salem Highway looking east.

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

April 11, 1974

RECEIVED
APR 12 1974
Office of
Assistant State Highway Engineer

4-12-74
Fredrickson

Mr. H.S. Coulter
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: Chet Castle, Phillips 66

Dear Scott

In Jack's absence, I will be looking after this matter.

I have discussed with our insurance agent the question of the insurance carrier's responsibility for any damages which are established in this case. Thus far, the insurance company denies any responsibility on the grounds that the closing of access to the service station was an intentional act.

Of course, the legal meaning of "intentional" is very complex. It would be useful to me in dealing with the insurance company if you or your personnel could respond to the following questions:

(1) During the period that access was closed, was the resident engineer aware that there was no access to the service station and that, as a consequence, the station was not operating?

(2) Were any other highway division personnel aware of the impact on the service station from the construction activity?

(3) Did the resident engineer or any other highway personnel receive any communication, either oral or written, directly or indirectly, from the station owner with regard to the impact of the right of way closure?

(4) If plant mixed bituminous base were utilized in lieu of plant mixed cement treated base in the connection

areas, what would the impact have been on the closure of access to the service station? Was this issue ever discussed between the contractor and the division's representatives with regard to protection of the service station access?

(5) Did the resident engineer or other division representatives ever discuss with the contractor the issue of access closure?

It may be that the answers to the above questions are too lengthy to set down in memorandum form and that you and I and other involved parties should get together for a conference. If so I would appreciate the opportunity to do this at your earliest convenience, since we expect a law suit before too long and would like to know prior to that time who is going to defend it.

Sincerely

Patrick A. Randolph, Jr.
Temporary Assistant
Attorney General

kp

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
108 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

March 22, 1974

Mr. H. S. Coulter
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: Chester Casle dba Chet Castle Phillips 66

Dear Mr. Coulter

I am enclosing a copy of the report relating to the claim by Mr. Castle that the Highway Division was responsible for putting him out of business.

While the energy crisis may have been a contributing factor and could possibly have been the real reason why Mr. Castle went out of business, it still appears from the report that the Highway Division allowed the contractor to completely cut of access to Mr. Castle's service station from October 11, 1973, to November 27, 1973.

I feel that the Highway Division by allowing the contractor to do this has very likely opened itself up to a claim for damages. It is the Highway Division's responsibility to see that businesses that are affected by highway construction are allowed reasonable access to their businesses during a period of construction. From the report, as I interpret it, there was no way that traffic could get into Mr. Castle's service station without a great deal of maneuvering and in effect there was no reasonable access left to his service station.

Despite the fact that he was not going to have as much traffic after the highway was constructed and the energy crisis and all other factors, the main factor that bothers me is the fact

RECEIVED
MAR 25 1974
Office of
Assistant State Highway Engineer

that provisions were not made for reasonable access to his service station for over six weeks.

I have forwarded all this material to our insurance carrier and advised Mr. Castle's attorney to contact our insurance company directly.

Sincerely

Jack L. Sollis
Assistant Attorney General

ljh

Enclosure

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

March 22, 1974

Mr. Jerry G. Kleen
Attorney at Law
1311 Lancaster Drive, N.E.
Salem, Oregon 97301

Re: Chester Castle dba Chet Castle Phillips 66

Dear Mr. Kleen

In reply to your letter of February 20, 1974, concerning the above matter, please be advised that this matter has been referred to the State's insurance carrier, Chubb/Pacific Indemnity Group, Lloyd Building, 700 N.E. Multnomah, Portland, Oregon 97232. I suggest that all future correspondence relating to this claim be directed directly to our insurance carrier. A complete report of the matter has been submitted to our insurance carrier.

Sincerely

Jack L. Sollis
Assistant Attorney General

ljh

cc: ✓H. S. Coulter

7779

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

FILE: 27-1078

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 12, 1974

RECEIVED
MAR 13 1974
Office of
Assistant State Highway Engineer

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Chet Castle Damage Claim
Phillips 66 Gas Station
Rickreall-Independence Jct. Sec
Willamina-Salem Highway
Contract 7779

TO: Jack Sollis
ASSISTANT ATTORNEY GENERAL &
ASSISTANT COUNSEL

Your February 27, 1974, letter to Assistant State Highway Engineer, Scott Coulter requested documentation on the circumstances relating to the closure of the Chet Castle's Phillips 66 station at Rickreall.

Resident Engineer, Ken Wolfe's report and its attachments are attached. The contractor as described in the contract book is "Ray Kizer Construction Company, an Oregon Corporation and, Ralph Hannan, Jr. and Henry Hannan, copartners, doing business under the firm name and style of Hannan Bros. Co. in a joint venture with principal offices at Redding (Drawer K), California 96001." We have subsequently been advised of an address change to P.O. Box 42365, Portland, Oregon 97242. There are a couple of points that Mr. Wolfe has not made which should be made:

1. Although the contractor had another year to complete this project, this office, as well as the traveling public, was anxious for its opening. Therefore, work was carried into the late season when rains could prevail rather than waiting for good weather the next season. This meant reopening of some of the segments of the old highway that had to be closed were extended over longer periods than would have been necessary in the following seasons good weather. This had the blessing and encouragement of this office.

2. Traffic could have been carried through the intersections that had to be reconstructed by flagging and careful stage constructing. This would have involved 24 hour flagmen. That would not have been practical.

3. Plant mixed bituminous base could have been utilized in lieu of plant mixed cement treated base in the connection areas only. This would have expedited reopening. This option was the contractors. However, it was more costly to him and his subcontracting arrangement did not encourage this. Possibly, we should have

NOTED
K H.S.COULTER

ordered the aggregate materials and paid the higher cost. The way our specifications were written, it is doubtful that Federal Highway Administration would have participated. It is now hind sight to even consider this possibility. However, it is a good point to consider for future projects. Construction Engineer, C. T. Keasey, by a copy of this letter is so reminded. Future projects could easily have stronger language and a bid item that would encourage utilizing the plant mix bituminous base whenever ordered by the Resident Engineer to cope with the traffic handling problem.

The above relates to the October 11, 1973, to November 27, 1973, closure when traffic could get to the station by by-passing the barricades at the Pacific West Highway. However, there are long range aspects that are probably more important. There are:

1. The Rickreall-Independence Junction relocation was intended to by-pass this particular segment of highway. This means that all of the traffic between Salem and Dallas and between Salem and the coast utilizing the Willamina-Salem Highway now by-passes this station whereas previously it all had to go in front of the station. The only remaining traffic after the November 27, 1973, reopening is that minor amount of traffic still wanting to utilize the old highway or to go to Corvallis from the northend of Dallas. Appropriate hearings were held to authorize this highway relocation. It was also covered by March 17, 1970, agreement with Polk County.

2. We, of course, are still in an energy crises that started to reach its severest proportions just about the time the reopening occurred. If it had not been for that energy crises, why hasn't the station been reopened. In other words, isn't the closure after November 27, 1973, more related to the above two items than any that we or our contractor might be responsible for?

If there is some further information you need, please advise.

GWW/elk
Attachs.
cc: H. S. Coulter
C. T. Keasey
Ken Wolfe

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1974

To: Mr. G.W. Wimer, Region Const Engr
East Salem Highway Bldg
Salem, Oregon

SUBJECT: Rickreall-Independence Jct.
Willamina - Salem Highway
Polk County
Contract 7779

Re: Damage Claim
Chet Castle Phillips 66

Enclosed the following information as requested;

1 Roll - Progress chart Oct 11 - Nov 27, 1973
3 Copies- Climatological Reports for Oct & Nov 1973
3 Copies-each of 3 sketchs showing location of Phillips 66 Station and related areas.
3 Copies- Narrative report explaining progress on project as related to the area in question.

Contractors Name & Address
Ray Kizer Const Co & Hannon Bros Co
P.O.Box 42365
Portland, Oregon 97242

K.D. Wolfe

K.D. Wolfe, Res Engr

Rickreall - Independence Jct
Willamina - Salem Highway
Contract 7779

Report of progress on contract re Chet Castle Phillips 66 Claim Notice.

The subject was let to contract on June 30, 1972 with a total calander workday allotment of 575 days making the specified completion date Oct. 23, 1974. During construction, traffic was maintained on the existing roadways except for detours which were implemented when required as the work progressed. The detours on the east end of the project were basically in the form of stage construction in which a portion of work, which could be done without interefering with traffic, was completed and a surfaced roadway established thereon. Traffic was then routed on this roadway while construction progressed in the adjacent area. The west end of the project required construction of independent surfaced roadways which could not in all cases be incorporated into the finished product. These detours allowed traffic to move virtually unimpeded through the construction area and in most cases was the only way to maintain passage at all. A combination "stage construction - detour" typefacility was used at the connection of the new Dallas leg ("D line") with the existing Salem - Dallas highway, west of Rickreall. This temporary detour was paved and traffic was routed around the area of the proposed new connection. This allowed the Dallas - Rickreall traffic to flow freely through the area while the contractor graded the new "D line" and "D-F" Connection. This detour was not included in the original plan but was added during construction to eliminate the hazards and inconvience to the public of trying to grade and pave the area under traffic. This detour remained in effect until Oct. 11.

Paving of the "Main Line" had commenced on Sept. 14,1973 on the East end of the project. Final grading and placement of cement treated base was also taking place on the westerly end of the project. Paving progressed from east to west and on October 11, the "Main Line" and "D Line" were basically completed and striped. At 7:30 PM traffic was routed onto the new alignment. Continuous barricade and reflectorized traffic cones were placed at the connection to route traffic from Dallas onto the new "D Line". Existing directional signs at the old 99W - Salem - Dallas intersection in Rickreall were covered or altered to reflect the changed traffic patterns and portable individual barricades with "Road Closed to Through Traffic" signs were placed across the intersection to prevent "through" traffic from using the old Dallas highway. Signs of this type were also placed at the Greenwood Road connection with the old highway and at the so-called "T Connection" near the golf course. The signing was installed to stop through traffic yet allow local traffic access to the residences and businesses. The portion of the old highway from Rickreall to the coast was at this time permanently barricaded against all travel and was shortly thereafter completely removed.

With this signing and road closures in effect, it was now possible for the contractor to construct the remaining "F-line" and its connection with "D-line" and also rebuild "R-line".

On Monday, October 15,1973 (the Monday following the Thursday closure) the contractor began construction of the "T" connection near the Oaknoll Golf Course. The grading work was completed in two days and grading of "F-line" and its connection with "D-line"commenced. This was completed in 3 days (October 19th). This same day a pavement breaker was brought onto the project and work started on revision of grade and alignment on "R-line". The next day, Saturday the 20th, excavation commenced on this segment and four days later, on the 23rd, it was completed. In all these instances, the cement treated base was placed the day following completion of grading. A four day curing period was required on the cement treated base before any traffic or subsequent paving could be placed thereon.

On the 6th day after placement of cement treated base (October 30th), the "T" connection was paved. The next day heavy rains prevented further paving operations. On Novemeber 1st and 2nd the "F-line" and connection was paved and thc base course of pavement was placed on "R-line". From this point on, it rained on every day but two until the final lift could be placed on "R-line" on November 19th. Local traffic however, extensively used the "R-line" and "F-line" from November 2nd on, even though the portable barricades remained in place.

The "T" connection was temporarily striped and coned and traffic was turned onto this section of the old highway on November 15th.

Shoulder rock was placed on the "F" and "R" lines as weather permitted. On November 21st the striping crew came on the project but were unable to stripe because of wet pavement and fines on the shoulder from previous rocking operation. Continued inclement weather prevented further attempts at striping and on November 27th engineering crews with butane torches placed temporary traffic tape and "F" and "R" lines were permanently opened to traffic. All temporary signs and portable barricades were removed.

During the 30 day period preceding the commencement of paving on the connections (September 29-October 29), 2.33 inches of rain were recorded during working hours. During the following 28 days, which was up until the day "R-line" was opened (November 27th) 14.93 inches were recorded.

Conclusion:
The grading contractor proceeded with reasonable dispatch in completing the grading portion of the work connected with the reopening of the original Salem-Dallas roadway.

The subcontractor responsible for construction of the cement treated aggregate base and rock shoulders also acted expiditiously in completing his work.

In examining the progress of the paving subcontractor in this area it appears he could have begun his operations three days before he actually did and still maintain a continuous operation. However, at the time it was impossible to realize that rain would come with such regularity and quantity and so this minor delay seemed of no significant consequence. After begining his operation in this area he made reasonable effort to complete the project and when not on the job, maintained communications with the resident engineer regarding weather conditions and related items.

The resident engineer attempted to cooperate with the contractor and subcontractors in bringing the project to a timely conclusion without relaxing the standards of quality required to achieve the final product as called for in the contract and yet maintain safety for the traveling public.

The primary cause of the delay in opening the "R" and "F" lines to traffic can be attributed to the sudden onset of winter rains and cold weather which delayed completion of final surfacing and the permanent roadway striping.

Although we have no documentation to support our view, the feeling of all our people in the field at this time is that prior to our closing of the road in front of his place, the station was open and closed at irregular times and even when open, had very little business.

K. D. Wolfe

RICKREALL - INDEPENDENCE JCT. SECT.
WILLA[illegible]A - SALEM HWY.
CONTRACT NO. 7779

LOCAL CLIMATOLOGICAL DATA

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
ENVIRONMENTAL DATA SERVICE

SALEM, OREGON
NATIONAL WEATHER SERVICE OFC
MC NARY FIELD
OCTOBER 1973

Latitude 44° 55' N Longitude 123° 01' W Elevation (ground) 195 ft Standard time used PACIFIC WBAN #2-232

Date	Temperature °F: Maximum	Minimum	Average	Departure from normal	Average dew point	Degree days Base 65°: Heating	Cooling	Weather types on dates of occurrence (1 Fog, 2 Heavy fog, 3 Thunderstorm, 4 Ice pellets, 5 Hail, 6 Glaze, 7 Duststorm, 8 Smoke, Haze, 9 Blowing snow)	Snow ice pellets or ice on ground at 04AM In.	Precipitation: Water equivalent In	Snow, ice pellets In	Avg station pressure In. Elev 201 feet msl	Wind: Resultant direction	Resultant speed mph	Average speed mph	Fastest mile: Speed mph	Direction	Sunshine: Hours and tenths	Percent of possible	Sky cover Tenths: Sunrise to sunset	Midnight to midnight	Date
1	63	39	51	-8	41	14	0		0	0	0	29.94	25	.7	2.5	9	30			6	5	1
2	62	35	49	-10	36	16	0		0	0	0	30.08	04	1.3	2.6	9	04			4	2	2
3	65	32*	49	-10	38	16	0	1 8	0	0	0	30.12	02	4.7	6.2	16	03			0	0	3
4	65	34	50	-8	40	15	0	1 8	0	0	0	29.88	31	2.4	3.5	8	36			2	3	4
5	68	36	52	-6	45	13	0	1	0	.09	0	29.72	19	3.5	7.1	13	19			7	7	5
6	61	40	51	-6	47	14	0	1	0	.58	0	29.44	20	4.7	8.2	23	23			9	8	6
7	63	40	52	-5	42	13	0		0	.02	0	29.71	18	6.0	6.3	12	18			5	6	7
8	57	36	47	-10	42	18	0		0	0	0	29.71	36	1.6	4.5	9	34			10	9	8
9	63	33	48	-9	40	17	0	2 8	0	0	0	29.94	34	1.4	2.2	8	35			2	2	9
10	62	39	51	-5	44	14	0		0	T	0	29.91	22	1.4	2.7	7	24			9	9	10
11	62	46	54	-2	47	11	0	1	0	.07	0	29.78	21	4.5	5.0	13	18			9	9	11
12	63	51	57	1	48	8	0		0	T	0	29.78	20	6.3	6.6	14	20			10	10	12
13	66	53	60*	5	51	5	0		0	.05	0	29.83	21	4.4	6.6	13	20			9	10	13
14	62	43	53	-2	48	12	0	1	0	0	0	29.88	01	4.4	5.0	10	05			3	4	14
15	70*	43	57	2	48	8	0	2	0	.14	0	29.87	21	4.2	4.9	12	27			7	8	15
16	64	45	55	0	51	10	0	2 8	0	0	0	29.91	36	1.6	3.6	8	36			6	6	16
17	65	41	53	-1	48	12	0	2 8	0	0	0	29.84	14	.8	3.0	6	19			5	5	17
18	64	42	53	-1	48	12	0	2 8	0	0	0	29.84	12	1.2	1.4	6	17			9	8	18
19	62	45	54	1	49	11	0	2 8	0	0	0	29.69	17	4.2	6.0	14	14			10	10	19
20	63	53	58	5	53	7	0		0	.18	0	29.54	18	7.5	8.6	18	18			10	9	20
21	60	48	54	1	49	11	0		0	.47	0	29.55	19	6.5	6.6	15	21			9	10	21
22	61	45	53	1	46	12	0		0	T	0	29.42	01	.8	2.7	7	32			9	10	22
23	57	48	53	1	47	12	0		0	.42	0	29.39	20	5.9	9.4	20	18			10	9	23
24	58	46	52	0	44	13	0		0	.10	0	29.87	19	12.7	13.1	20	18			8	8	24
25	59	36	48	-3	42	17	0		0	T	0	30.03	19	5.8	5.9	14	19			6	5	25
26	56	33	45*	-6	40	20	0	1 8	0	0	0	30.01	34	.6	.6	8	30			9	7	26
27	65	37	51	0	44	14	0	1	0	0	0	29.94	17	2.7	4.0	13	20			7	6	27
28	61	45	53	3	48	12	0		0	.21	0	30.03	25	6.2	11.5	23	30			8	8	28
29	59	37	48	-2	42	17	0	2	0	0	0	30.30	20	3.9	4.3	8	19			8	7	29
30	62	47	55	5	46	10	0		0	T	0	30.16	20	5.7	7.2	14	17			10	10	30
31	59	43	51	2	48	14	0		0	.44	0	29.74	22	9.5	14.7	23	31			9	9	31
	Sum 1927	Sum 1291				Total 398	Total 0	Number of days		Total 2.79	Total 0	For the month: 29.84	20	2.7	5.7	23	31	Total	% for	Sum 225	Sum 219	
	Avg. 62.2	Avg. 41.6	Avg. 51.9	Dep. -2.2	Avg. 45	Dep. 32	Dep.	Precipitation ≥ .01 inch 12		Dep. -1.12							Date 31+	Possible	month	Avg 7.3	Avg 7.	
						Season to date		Snow, ice pellets ≥ 1.0 inch 0		Greatest in 24 hours and dates: Precipitation .67	Snow, ice pellets 2- 8	0				Greatest depth on ground of snow ice pellets or ice and date: 0					
	Number of days: Maximum Temp ≤ 90° 3	≤ 32° 0	Minimum Temp ≤ 32° 1	≤ 0 0		Total 619	Total 231	Thunderstorms 0														
						Dep. 37	Dep.	Heavy fog X 7														
								Clear 4 Partly cloudy 9 Cloudy 18														

HOURLY PRECIPITATION (Water equivalent in inches)

Date	A. M. Hour ending at: 1	2	3	4	5	6	7	8	9	10	11	12	P. M. Hour ending at: 1	2	3	4	5	6	7	8	9	10	11	12	Date
1																									1
2																									2
3																									3
4																			T	.04	.03	.02	T	T	4
5																									5
6	T	T	T	.01	.05	.13	.12	.09	.04	T		T	.12	.02	T	T									6
7	T	T	.01	.01																					7
8																									8
9																					T	T	T	T	9
10																									10
11																	T	T	.06	.01	T				11
12											T	T													12
13		T				T			T	T									T	T	.01	.01	.01	.02	13
14																			T	.03	.05	.03	.02	.01	14
15																									15
16																									16
17																									17
18																									18
19																									19
20	T	.05						T		T	T		T	T	T	T	T	T	.08	.04	T		T	.01	20
21	.01	.08	.04	.07	.02	.11	.08	.06	T	T	T													T	21
22																									22
23	.01	.06	.27	.06	T	T					T	.01	T			T	.01	T							23
24		T	.04	.02	T	.01	T	T	.01	T		T	.01			.01	T								24
25			T	T		T	T	T																	25
26																									26
27																									27
28				T	T	.01	.06	.09	.01			T		T	T	.03	.01	T							28
29																									29
30																T									30
31	T	T	T	.05	.12	.02	.02	.04	.01	.04	T	.02	.03	.03	.06									T	31

* Extreme temperatures for the month. May be the last of more than one occurrence.
– Below zero temperature or negative departure from normal.
‡ -70° at Alaskan stations
. Also on an earlier date, or dates
X Heavy fog restricts visibility to ¼ mile or less.
T In the Hourly Precipitation table and in columns 9, 10, and 11 indicates an amount too small to measure.

The season for degree days begins with July for heating and with January for cooling.
Data in columns 6, 12, 13, 14, and 15 are based on 8 observations per day at 3-hour intervals
Wind directions are those from which the wind blows. Resultant wind is the vector sum of wind directions and speeds divided by the number of observations. Figures for directions are tens of degrees from true North: i.e. 09 = East, 18 = South, 27 = West, 36 = North and 00 = Calm. When directions are in tens of degrees in Col. 17, entries in Col. 16 are fastest observed 1-minute speeds. If the / appears in Col. 17, speeds are gusts.
Any errors detected will be corrected and changes in summary data will be annotated in the annual summary.

Subscription Price: Local Climatological Data $ 2.00 per year including annual issue if published, foreign mailing 75¢ extra. Single copy: 20¢ for monthly issue; 15¢ for annual summary. Make checks payable to Department of Commerce, NOAA. Send payments and orders to National Climatic Center, Federal Building, Asheville, North Carolina 28801.

I certify that this is an official publication of the National Oceanic and Atmospheric Administration, and is compiled from records on file at the National Climatic Center, Asheville, North Carolina 28801.

William H. Haggard
Director, National Climatic Center

SUMMARY BY HOURS

Hour Local time	Sky cover Tenth.	Station pressure in.	AVERAGES: Temperature Air °F	Wet bulb °F	Dew Pt. °F	Relative humidity %	Wind speed m.p.h.	Resultant wind: Direction	Speed m.p.h.
01	7	29.85	47	45	44	90	4.2	18	2.8
04	7	29.84	46	45	43	90	3.7	19	2.4
07	8	29.84	46	45	44	91	5.8	17	4.1
10	8	29.86	53	50	47	79	6.9	18	3.7
13	7	29.83	59	53	47	67	8.9	21	4.0
16	7	29.82	60	53	47	64	7.5	25	2.1
19	6	29.83	52	49	43	79	5.0	24	2.7
22	6	29.85	48	46	44	87	3.7	19	2.9

USCOMM — NOAA — ASHEVILLE 27-

NOTICE: CLIMATOLOGICAL NORMALS BASED ON THE PERIOD 1941-1970 ARE EFFECTIVE AS FOLLOWS
HEATING DEGREE DAYS - JULY 1, 1973
COOLING DEGREE DAYS, TEMPERATURE, AND PRECIPITATION - JANUARY 1, 1974

RICK[illegible]ALL - INDEPENDENCE JCT. SECT.
WILLAMINA - SALEM HWY.
CONTRACT NO. 7779

LOCAL CLIMATOLOGICAL DATA

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
ENVIRONMENTAL DATA SERVICE

SALEM, OREGON
NATIONAL WEATHER SERVICE OFC
MC NARY FIELD
NOVEMBER 1973

Latitude 44 ° 55 ' N Longitude 123 ° 01 ' W Elevation (ground) 194 ft Standard time used PACIFIC WBAN #24232

Date	Temperature °F: Maximum	Minimum	Average	Departure from normal	Average dew point	Degree days Base 65: Heating	Cooling	Weather types on dates of occurrence (1 Fog, 2 Heavy fog *, 3 Thunderstorm, 4 Ice pellets, 5 Hail, 6 Glaze, 7 Duststorm, 8 Smoke, Haze, 9 Blowing snow)	Snow ice pellets or ice on ground at 0*AM In	Precipitation: Water equivalent In	Snow ice pellets In	Avg station pressure In. Elev 201 feet m.s.l.	Wind: Resultant direction	Resultant speed m.p.h.	Average speed m.p.h.	Fastest mile: Speed m.p.h.	Fastest mile: Direction	Sunshine: Hours and tenths	Sunshine: Percent of possible	Sky cover Tenths: Sunrise to sunset	Sky cover Tenths: Midnight to midnight	Date
1	2	3	4	5	6	7A	7B	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
1	53	32	43	-6	33	22	0		0	.02	0	29.82	22	2.8	6.0	13	02			4	4	1
2	48	24	36	-13	27	29	0	1	0	0	0	29.86	34	1.6	2.6	7	01			0	0	2
3	44	24*	34*	-14	30	31	0	1 8	0	.46	0	29.83	19	7.5	7.6	25	18			9	8	3
4	42	35	39	-9	35	26	0		0	.75	0	29.62	19	10.7	12.5	20	19			9	9	4
5	40	33	37	-11	32	28	0	1	0	.40	.3	29.46	33	1.7	3.7	12	18			10	10	5
6	51	38	45	-2	38	20	0		0	.10	0	29.72	17	9.7	10.1	17	18			8	9	6
7	48	40	44	-3	40	21	0	1	0	.07	0	29.85	14	1.7	4.9	10	18			10	10	7
8	55	41	48	1	40	17	0	1	0	1.45	0	29.62	01	3.9	4.3	12	18			10	10	8
9	61	54	58*	12	53	7	0	1	0	.77	0	29.47	19	13.0	13.4	21	18			10	10	9
10	60	49	55	9	50	10	0	2	0	.54	0	29.60	21	2.9	6.0	16	19			10	10	10
11	61*	45	53	7	49	12	0	1	0	.63	0	29.51	18	8.8	9.4	16	26			10	10	11
12	54	46	50	4	42	15	0	1	0	.87	0	29.44	19	11.8	12.1	23	18			10	10	12
13	49	43	46	0	39	19	0		0	.74	0	29.49	19	15.2	15.4	23	20			10	10	13
14	48	42	45	0	40	20	0		0	1.25	0	29.57	18	13.2	13.7	25	19			10	10	14
15	53	43	48	4	45	16	0	1	0	2.13	0	29.39	19	13.7	15.5	29	18			10	10	15
16	53	36	45	0	40	20	0		0	.57	0	29.50	21	10.0	10.9	26	22			10	8	16
17	45	36	41	-4	35	24	0	1	0	0	0	29.63	36	4.9	5.0	13	36			10	9	17
18	48	28	38	-7	31	27	0		0	.03	0	29.81	23	2.5	6.6	17	33			6	4	18
19	47	30	39	-6	32	26	0		0	.43	0	29.98	18	11.5	11.9	21	16			10	9	19
20	44	39	42	-2	37	23	0		0	.99	0	29.50	19	16.6	16.8	24	19			10	10	20
21	47	40	44	0	37	21	0		0	.89	0	29.55	21	9.3	10.2	20	19			10	10	21
22	43	36	41	-3	36	24	0		0	.03	0	29.68	19	5.6	5.8	10	18			9	9	22
23	46	37	42	-2	37	23	0		0	.51	0	29.70	21	8.6	14.1	23	18			10	9	23
24	47	36	42	-1	37	23	0		0	.23	0	29.89	19	8.2	9.4	25	18			9	9	24
25	46	40	43	0	37	22	0	1	0	.32	0	29.46	21	8.4	9.9	29	18			10	10	25
26	45	39	42	-1	38	23	0		0	.09	0	29.58	18	9.9	10.1	18	18			10	9	26
27	54	44	49	6	46	16	0	1	0	.18	0	29.71	19	19.1	19.1	29	19			10	10	27
28	55	41	48	5	42	17	0	1	0	.56	0	29.74	18	14.3	15.5	29	18			10	10	28
29	47	41	44	1	40	21	0		0	.11	0	29.66	16	8.1	8.2	14	18			10	10	29
30	47	40	44	1	40	21	0	2	0	.09	0	29.35	04	.6	1.7	17	18			10	10	30

	Sum	Sum				Total	Total
	1683	1154				424	0
	Avg.	Avg.	Avg	Dep.	Avg	Dep.	Dep.
	49.4	38.5	44.0	-1.2	39	30	

Number of days	Maximum Temp.		Minimum Temp.	
	≤ 90° ‡	≥ 32°	≤ 32°	≤ 0°
	0	0	5	0

Season to date	Total	Total
	1242	231
	Dep.	Dep.
	67	

	Total	Total	For the month:					Total	%	Sum	Sum
	15.23	.5	29.83	19	7.5	9.8	29 18		for	274	266
	Dep.						Date 28*	Possible	month	Avg	Avg
	9.52									9.1	8.9

Number of days	
Precipitation ≥ .01 inch	28
Snow, ice pellets ≥ 1.0 inch	0
Thunderstorms	0
Heavy fog X	2
Clear 1 Partly cloudy 2 Cloudy 27	

Greatest in 24 hours and dates	Precipitation	Snow, ice pellets	Greatest depth on ground of snow, ice pellets or ice and date
	2.46	.5	T
	13-14	5	5

HOURLY PRECIPITATION (Water equivalent in inches)

Day	A.M. Hour ending at: 1	2	3	4	5	6	7	8	9	10	11	12	P.M. Hour ending at: 1	2	3	4	5	6	7	8	9	10	11	12	Day
1				.02	T	T																			1
2															.01	.01	.02	.08	.02	.01	T	.03	.10	.12	2
3													.05	T	T	T	T	.04	.07	T		.02	.01		3
4	.08	.08	.04	.12	.03	.05	.04	.03	.05	T	.01	.03	.04	T	T	.02	T	T	.01	T					4
5				T	.01	.03	.08	.06	.03	.03	.04	.03					T	T	T		T			T	5
6	T	T	T	.01	T		T	.01	T	T		.01	.04	.01	.02		T	T			T	T	.03	.04	6
7	T																								7
8	.02	.02	.01			T	.01	.04	.03	.09	.07	.02	.03	.07	.10	.18	.14	.15	.09	.14	.09	.07	.01	.07	8
9	.10	.05	.02	.03	.05	.19	.08	.03	.02	.06	.04	.04	.05	.01	T	T	T	T							9
10					T	.01	.06	.12	.05	T	T					T	.09	.10	.06	.04	T	T	T	.01	10
11		T	.02	.08	.01		T	.02	.09	.08	.06	.01	T	T	T	.06	T	.12	.06	.02	T				11
12	.02	.12	.09	.09	.08	.11	.18	.08	.05	T	T	T	.03	.01		T					.01		T	T	12
13	.01	.22	.09	.07	.04	.08	.02	.02	.03	T	T	.01	.02	.03	T	.01	.01	.01	.01	.02	T	.03	.01	T	13
14	.02	.12	.18	.10	.16	.02	.04	.02	T	T	T		T	.01	.02	.03	.01	.06	.09	.09	.06	.07	.08	.07	14
15	.06	.03	.02	.07	.07	.08	.12	.17	.05	.12	.13	.07	.09	.08	.22	.10	.11	.25	.18	.06	T	T	T	.05	15
16	.35	.07	T		T	T	.01	T	.07			.02	.04	.01	T										16
17															.09	T									17
18																		T		T	.07	.12	.10	.14	18
19																									19
20	.10	.08	.09	.07	.01	T	T	T	T	.01	.01	.02	.04	.02	.02	.07	.06	.09	.12	.04	.04	.04	.04	T	20
21	.15	.10	.03		.01	T						.02		.01	T	T	.03	.01	T	.09	.11	.15	.16	.02	21
22	.01	T	T	T	T		T	T							T	T	.02		T						22
23					.01	.02	.05	.08	.09	.03	.03	.02	T	T	.02	.09	.02	T	T	.02	T	.03	T	T	23
24	.02	T	.03				.01											T	T	T	T	.06	.07	.04	24
25	.01	.03	.05	.10	.01	T	.01	T	.02	T		.01	.03	T	.03	.01	T	.01	T	T	T	T	T	.01	25
26	.01		.01					T	T				.01	T	.01	.02	.02	T	T	T	T	T	T	T	26
27	T	.02	.02	.02	.03	T	.03	.01	T	T	.01	.02	.01	.01		T	T	T	T	T	T	T	T	T	27
28	T	T	T	T	T	T	.12	.27	.03	T	T	T	.01	.01	.01	.01	T	T	.02	T	.01	.01	.03	.03	28
29	.01	T	.02	.03	.01					.01	T	T	T	.01	.01	.01	T	T	T	.02	T				29
30		T	.01	T	T									.01	.03	.02	T	T	T						30

* Extreme temperatures for the month. May be the last of more than one occurrence
– Below zero temperature or negative departure from normal.
‡ ≥ 70° at Alaskan stations
. Also on an earlier date, or dates.
X Heavy fog restricts visibility to ¼ mile or less
T In the Hourly Precipitation table and in columns 9, 10, and 11 indicates an amount too small to measure

The season for degree days begins with July for heating and with January for cooling
Data in columns 6, 12, 13, 14, and 15 are based on 8 observations per day at 3-hour intervals
Wind directions are those from which the wind blows
Resultant wind is the vector sum of wind directions and speeds divided by the number of observations
Figures for directions are tens of degrees from true North, i.e. 09 = East, 18 = South, 27 = West, 36 = North and 00 = Calm. When directions are in tens of degrees in Col. 17, entries in Col. 16 are fastest observed 1-minute speeds. If the / appears in Col. 17, speeds are gusts
Any errors detected will be corrected and changes in summary data will be annotated in the annual summary.

Subscription Price: Local Climatological Data $ 2.00 per year including annual issue if published, foreign mailing 75c extra. Single copy: 20c for monthly issue; 15c for annual summary. Make checks payable to Department of Commerce, NOAA. Send payments and orders to National Climatic Center, Federal Building, Asheville, North Carolina 28801.

I certify that this is an official publication of the National Oceanic and Atmospheric Administration, and is compiled from records on file at the National Climatic Center, Asheville, North Carolina 28801.

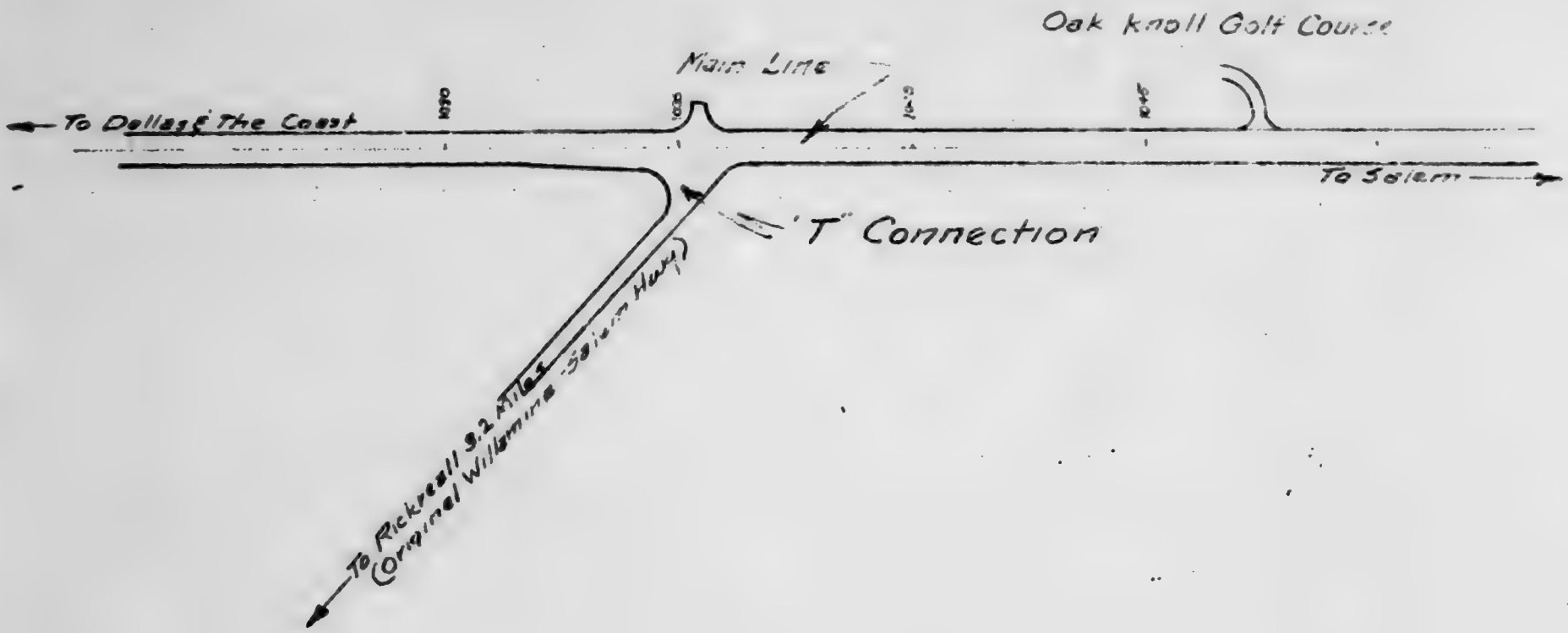
William H. Haggard
Director, National Climatic Center

SUMMARY BY HOURS

Hour Local time	Sky cover Tenths	Station pressure In.	AVERAGES: Temperature Air °F	Wet bulb °F	Dew Pt. °F	Relative humidity %	Wind speed m.p.h.	Resultant wind: Direction	Speed m.p.h.
01	9	29.82	43	41	38	85	10.5	18	8.9
04	9	29.82	43	41	38	84	9.2	19	7.8
07	8	29.83	42	40	38	85	8.9	19	6.9
10	9	29.66	44	42	39	82	10.2	20	7.7
13	9	29.64	46	43	40	78	10.2	19	6.3
16	9	29.63	46	43	39	77	9.8	19	6.9
19	9	29.62	44	42	39	82	9.7	18	7.7
22	8	29.83	43	41	38	83	9.5	19	7.7

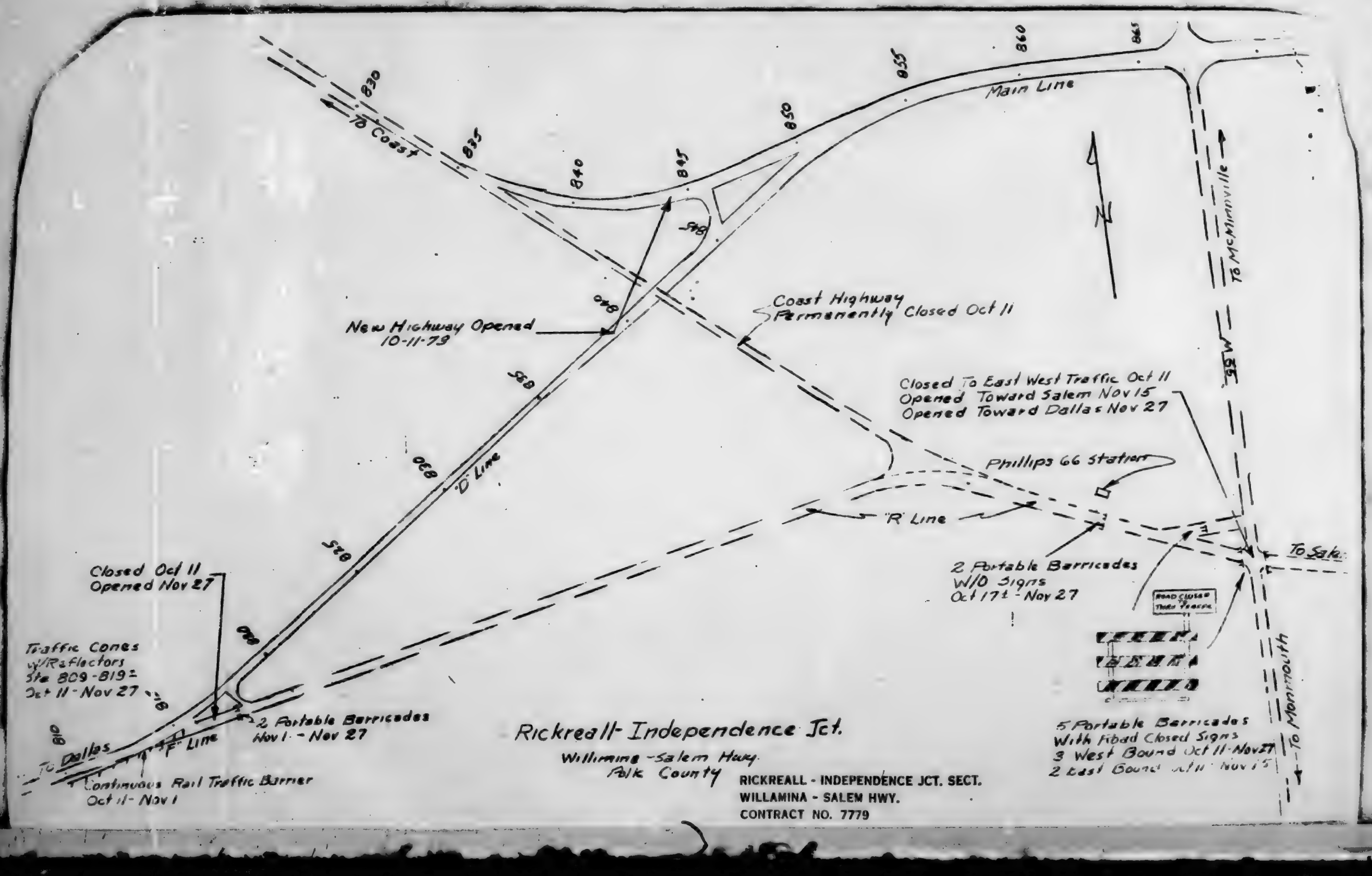
USCOMM — NOAA — ASHEVILLE 275

NOTICE: CLIMATOLOGICAL NORMALS BASED ON THE PERIOD 1941-1970 ARE EFFECTIVE AS FOLLOWS
HEATING DEGREE DAYS - JULY 1, 1973
COOLING DEGREE DAYS, TEMPERATURE, AND PRECIPITATION - JANUARY 1, 1974



Rickreall - Independence Jct.
Willamina - Salem Hwy.
Polk County

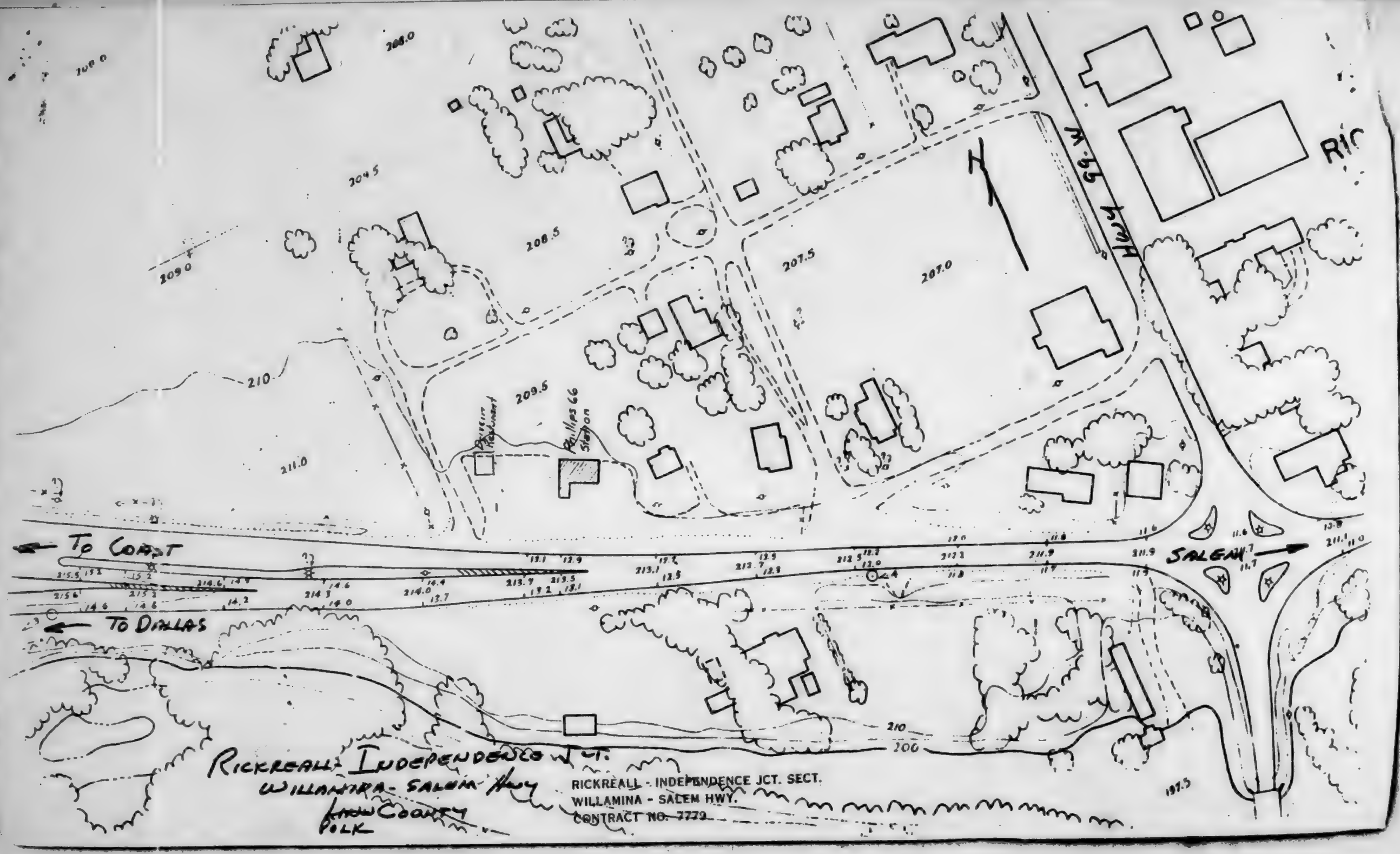
RICKREALL - INDEPENDENCE JCT. SECT.
WILLAMINA - SALEM HWY.
CONTRACT NO. 7779



Rickreall - Independence Jct.

Willamina - Salem Hwy.
Polk County

RICKREALL - INDEPENDENCE JCT. SECT.
WILLAMINA - SALEM HWY.
CONTRACT NO. 7779



RICKREALL - INDEPENDENCE JCT. SECT.
WILLAMINA - SALEM HWY.
CONTRACT NO. 7779

RICKREALL - INDEPENDENCE JCT.
WILLAMINA - SALEM HWY
FROM COUNTY
POLK

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6368

February 27, 1974

Mr. Scott Coulter
Assistant State Highway Engineer
Highway Building
Salem, OR 97301

RE: Chester Castle dba Chet Castle Phillips 66
claim for damages

Dear Mr. Coulter

I would appreciate a complete report from the field on this claim for damages along with the contract number and name and address of the contractor. This is a closed question as to whether the responsiblity rests with the contractor or with the Highway Division and all the documentation that is possible should be secured as to the exact circumstances surrounding this allege denial of access to his service station.

Sincerely yours

Jack L. Sollis
Assistant Attorney General

JLS:clh

2-28-74
Refer to
Fredrickson
By H.S. Coulter
Please report
Due Date 3-14-74

RECEIVED
FEB 28 1974
Office of
Assistant State Highway Engineer

AREA CODE 503
PHONE 581-1707

FEB 22 '74
REFER TO
FOR

JERRY G. KLEEN
ATTORNEY AT LAW
1311 LANCASTER DRIVE, N. E.
SALEM, OREGON 97301

NOTED
JACK L. SOLLIS
RECEIVED
FEB 25 1974
LEGAL
RECEIVED
MAR 14 1974
LEGAL

February 20, 1974

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: Chester Castle dba Chet Castle Phillips 66

Gentlemen:

Please be advised that this office represents Mr. Chester Castle, whose name and assumed business name are set forth above. Mr. Castle advises that he was operating a service station in Rickreall, Oregon, when the State Highway Commission changed the access to the City of Dallas. His service station was located immediately west of the Rickreall junction on the Dallas-Salem Highway, and was the only service station operating in that area at that time.

On or about November 1, 1973, while operating this station, the State Highway Commission erected barricades in the highway west of Mr. Castle's service station, thereby preventing eastbound traffic coming from Dallas, Oregon from passing his station.

As you are probably aware, Mr. Castle's station was approximately 500 feet from the Rickreall junction and at the Rickreall junction, the State Highway Department again posted barricades preventing traffic from going westbound on the Salem-Dallas Highway. As a practical matter, prevented all traffic from flowing back and forth in front of Mr. Castle's business. The net result was a complete loss of business and the ultimate closing of his station.

Mr. Castle advises that his salary was approximately $150 per week net income, which of course has been lost up to this time.

This letter will serve as notice, pursuant to ORS Chapter 30, and further notice that we intend to pursue a claim against the Highway Department of the State of Oregon for the arbitrary

NOTED
A. E. JOHNSON

blocking of traffic proceeding in the Salem-Dallas Highway thereby effectively putting Mr. Castle out of business.

As soon as the office work is completed on this, we intend to file a suit for damages for special and general damage.

Very truly yours,

Jerry G. Kleen

JGK/jr

cc: Mr. Lee Johnson, Attorney General

#7779

Salem

March 14, 1974

John R. Oakes
Assistant R/W Engineer

L. W. Rullen
Project Management Engineer

Programing
File 4810 - Calaba
Rickreall-Independence Junction Section
Willamina-Salem Highway Polk County

State funds in the amount of $1,000 are authorized to purchase the necessary right-of-way for the subject section.

In order to keep this section eligible for future Federal aid on construction, it will be necessary to document this purchase in accordance with IM 80-1-72 dated 7-28-72, "Protective Buying and Hardship Acquisition".

This is a fiscal year 1974 expenditure; if the expense overruns the estimate, please request additional authorization.

Prefix 827-2072 should be used for this expense.

CRN:dg

cc F. R. Griffin
C. P. Laux

FORM E 20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE March 13, 1974

TO L. W. Rulien
Office Engineer

FROM John R. Oakes
John R. Oakes
Assistant R/W Engineer

8 27-2077

SUBJECT PROGRAMING
File 48150 - Calaba
Rickreall-Independence Junction Section
Willamina-Salem Highway
Polk County

Please authorize the use of State funds in the amount of $1,000 to purchase the necessary right of way for the bicycle overcrossing structure at Oak Knoll.

JRO:A

cc M. R. Mitchell
Bob Poggione

RECEIVED
MAR 14 1974
PROJECT MANAGEMENT SECTION

7779

TO G. L. Green, Division Engineer
Federal Highway Administration

February 12, 1974

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. EHS-F-RF-325(7)

SUBJECT Request Change Order Approval

Contract 7779, Extra Work Order No. 11

Project Rickreall-Independence Jct.

Highway Willamina-Salem

County Polk

The Order covers miscellaneous drainage revisions, fence installations, and changes, driveway alterations, added wingwall backfill, and miscellaneous grade revisions. These items were not covered by contract bid items, but were deemed necessary for satisfactory completion of the project.

Attached are copies of letters from the Regional Construction Engineer and the Resident Engineer.

A portion of this work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on September 27, 1973. Other items were discussed as they came up.

Your approval as of September 27, 1973 is requested.

Attach.

JK:fr

7779

5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
DEC 31 1973

Salem, Oregon
December 28, 1973

Office of
Assistant State Highway Engineer

To: C. O. Fredrickson
Regional Engineer

SUBJECT: Rickreall-Independence Jct.
Contract 7779
EWO No. 11

Attention: Gerald Wimer
Regional Construction Engineer

From: John A. Bond
Construction Administration Engineer

We are holding for further information the subject order which covers "miscellaneous drainage revisions, fence installation and changes, driveway alterations, added wingwall backfill, and miscellaneous grade revisions" throughout the project in the amount of $6,000. The worksheets attached break this down to items of work at ten different locations.

We have not been able to confirm the indicated FHWA approval on your transmittal. The area engineer agrees to federal participation on only items C, D, and H. The real justification and circumstances requiring all this work is not explained. The statement "work required to be done not adequately covered by contract bid items" is hardly adequate.

I suggest you consider splitting this into two separate orders; one that could properly be coded participating, and the other covering what may very well be desirable work but can not be adequately documented to justify participation.

JAB:lb

Attachment

cc: H. S. Coulter - This is a good example of a poorly prepared order which can go through unchecked under the proposed new procedure on contract orders but simply will not stand up under later audit.

#7779

November 20, 1973

140

Mr. Donald C. Milligan
Chief, Monmouth Fire Department
144 South Warren Street
Monmouth, OR 97361

Dear Mr. Milligan:

This will acknowledge your October 31 letter relating your difficulties at the new Pacific Highway West-Dallas Highway Junction in Rickreall on October 22. Your letter is much appreciated as we quite often do not get constructive citizen input concerning newly opened sections of highway.

The Independence-Rickreall Section was opened on October 11 following considerable construction delays because of the labor strikes through the summer. In order to get traffic onto the section at an early date, some of the construction work was scheduled to be finished subsequent to the opening of the section to traffic. The installation of illumination and permanent delineation at the intersection where you had your problem were some of the delayed items.

Additional work has been done since your letter and there is further work yet to be completed. Although the project at the time it was opened to traffic met the necessary criteria for motorist safety, the final completion of the project will no doubt enhance ease of travel for the road user.

Your desire to have a grade separation structure is understandable and would no doubt be desirable. Unfortunately, the traffic warrants were not sufficient to dictate the expenditure of funds necessary to construct a grade separation at this location.

Again, we appreciate hearing from you on this matter and want to thank you for taking the time to write.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
C. O. Fredrickson

DHM:lb ja

FORM H-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 8, 1973

TO H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

FROM C. O. Fredrickson
REGION ENGINEER

RECEIVED
NOV 13 1973
Office of
Assistant State Highway Engineer

SUBJECT Assignment HSC #140 dated 11-2-73

We are enclosing a rough draft of a reply to Fire Chief Donald C. Mulligan's letter of OCtober 31, 1973, for Mr. Johnson's consideration. In addition, we feel that some explanation of the sequence of events involved in the opening of this section of highway is in order.

The basic decision which had to be made was whether or not to open the section to the public this fall. We had favorable paving weather which we could lose at any time, and the section was such that we either had to open or stop the operation. We were aware of the fact that the illumination and delineation were not complete when the section was opened to traffic. Since the paving operation and the traffic switching operation were dependant upon each other, and since we felt there was an advantage to the public to gain the use of the new facility, we determined we should proceed to open.

The Dallas connection, over which so much has been said, was similar in configuration to the connection which performed the same function on the old highway. This channelization had a favorable accident history, and this was one of the reasons the new channelization was designed in a similar manner. There was no reason to expect that the new facility would not function just as well, until it became apparent that the three dimensional geometrics created problems; that is, the superelevations and approach grades made the various legs hard to see and the new set-backs of signs made them difficult to follow.

When these circumstances became apparent to the Resident Engineer the Region sent its traffic engineer and other qualified personnel to the project and recommended that certain things be done. We approached the problem cautiously, and added cones, delineators buttons and sign illumination where it appeared to be necessary. We also recommended modifications to the signing where it appeared to be confusing. We believe that the changes which were made were beneficial, and we think that the problem was approached in the proper manner. In any event, the Resident Engineer knew he had a problem, he asked for help, we provided it, and our recommendations were followed. We feel he did his job in an acceptable manner.

Memo-
Assignment HSC #140

Nov. 8, 1973

So far as we know, the accident which occured was not attributable to the highway design nearly so much as it was to driver error. The left-turn refuge where the accident occured was properly marked, and was delineated in excess of general practice. Although in retrospect it may appear that the section should have been completed in its entirety before it was opened this did not appear to be possible within the time-frame we were looking at, and it was considered to be to the best interest of everyone to proceed as we did. Had our foresight been as close to 20-20 as our hindsight generally is, we might have proceeded differently, but we can see very little that could have been changed.

As you may know, we have recommended speed zoning through the areas approaching 99W to help the public in stopping for the traffic signal. This should help, but will not be as safe as would a separation. We can accept the situation as it is, and believe that the design is adequate for the situation, provided that good driving habits and good judgement are employed by the users of the facility.

In summary, we believe that the section should have been opened when it was, that both the Resident Engineer and the Region Office were aware of the problems which could arise and that a reasonable approach to resolving these problems was taken. Any errors in judgment which you feel were made in these areas are the responsibility of the Region, since we responded to the requests of the Resident Engineer and made only such modifications to the design as appeared to be warranted at the time. We do not feel that this approach was wrong.

COF:lb

encls.

From the desk of:
Al Johnson

November 2, 1973

Scott Coulter

Jerry Wimer advises that Coral Corporation is going to work today either on guardrail or sightposts and I asked him to have them install sightposts even if we have to loan the posts to them. Region is also having a flashing light installed which should be in by tonight.

I am very unhappy with the way the Region has handled this. We have had many complaints and as you know, a rather serious accident. This letter is indicative of serious trouble experienced by the Monmouth Fire Department which should not have happened.

Attachment

AEJ:ja

Business Phone
(503) 838-1510

Home of
Oregon College of Education

Monmouth Fire Department

144 South Warren Street
Monmouth, Oregon 97361

October 31, 1973

Highway Engineer
Oregon State Highway Commission
Hwy. Bldg.
Salem, Oregon

Re: Hwy #22--Dallas Junction

Dear Sir:

While responding to the Ediger Church Fire 4:00 a.m. 22 October 1973 we found the junction of Hwy. #22 and Dallas to be most confusing. My deputy chief missed the turn off, I missed the turn off pulled off the road way, became stuck, our responding engine company missed the turn off. After the fire we got together and discussed the junction. Our opinion was that this junction as it now is presents an extremely hazardous condition.

We all predicted very serious auto accidents until an overpass or other traffic control devices are installed. This letter should have been written by me on October 22. However, like many other persons I just talk and won't respond in writing.

About 9:45 a.m. this date we dispatched some of our emergency medical technicians to a two-auto accident at this same junction. I also responded to the scene. As any accident this one shouldn't have happened.

I will say now this junction as is will bring us and Dallas many emergency runs with our emergency medical units.

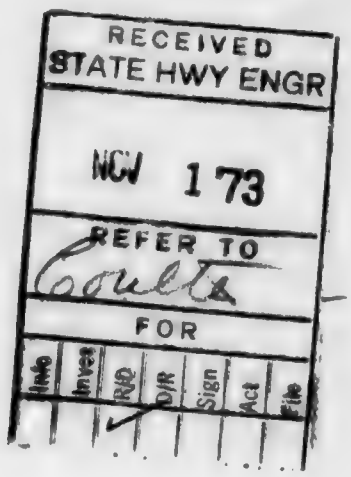
Protectfully,

Donald C. Milligan

Donald C. Milligan
Fire Chief

CC: Polk County Commissioners

NOTED
A. E. JOHNSON



A. G. Read
cy

#7779

FORM E-20

5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OR 97310

NOTED
A. E. JOHNSON

DATE November 16, 1973

TO E. S. Hunter
Asst. State Highway Engineer

NOTED
E. S. HUNTER
to a.E.J. for info.

FROM L. E. George
Traffic Engineer

RECEIVED
STATE HWY ENGR
NOV 21 '73
REFER TO
COR
Info | Ans | Ltr | Sign | Act | File

RECEIVED
NOV 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT Traffic Improvements
Rickreall-Independence Jct.
Willamina-Salem Highway

You recently sent us a newspaper clipping of an accident on the subject section of roadway, and asked us to check all accidents that have occurred since the section was opened. As you know, we are unable to review accident reports through our normal channels, since there is quite a delay before we receive them. There has not been adequate time passage since the opening of the section for us to receive accident reports. We have, however, checked with both the Regional Office and the Resident Engineer's office, and both report that as far as they know, there has only been this one accident on this section of highway since it was opened.

No
Fire trucks were involved in run-off
Sw file

There have been some rather high-level inspections of this roadway and a great number of changes and improvements have been made as a result. You will find attached three letters from the Region which report on these inspections and indicate the improvements that were made. Major improvements include changes in signing, temporarily lighting of signs, the installation of a flashing beacon, establishment of a 50 MPH speed zone, etc. The State Police have indicated that they will give the section extra enforcement until traffic patterns are established.

One item that will be very helpful is the installation of illumination. The Region reports that they hope to have this installed by the end of the month. In accordance with the energy cutback, however, only the critical areas will be lighted.

It would have been nice to have had interchanges at the Pacific Highway West and at the Dallas turn-off. Lacking these interchanges, however, I think that we have developed the best situation possible.

RDT:pb
cc: C. O. Fredrickson

Hwy

...t the White ...ow
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...across the
...day White
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...the Israelis

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...ty foreign ...el Abdul ...it among ...would have ...of Syrians ...lages oc... ...e recent ...eturn the

Egypt's surrounded 3rd Army on the eastern bank of the Suez was resupplied again on Wednesday by a truck convoy driven by United Nations forces. The Israelis had disputed Sadat's contention that Egyptian forces could easily defeat Israeli units on the west bank of the Suez. Sadat said his officers were pressing him to

Oregon Statesman
10-1-73

Woman Hurt In Accident

Statesman News Service

RICKREALL — An Independence woman was injured seriously in a traffic accident about 9:40 a.m. Wednesday on Highway 22 at the turnoff to Dallas.

Mrs. Frances Ballard, 69, Independence Rt. 1 Box 180, was reported in serious condition Wednesday night in Salem Hospital Memorial Unit with a dislocated hip and concussion.

She was a passenger in a car driven by Golda Bowman, 72, of 497 W. Ackerman St., Monmouth, Polk County sheriff deputies said. Driver of the other car was Paul Belden Carbaugh, 18, Neskowin, they said.

RECEIVED
STATE HWY ENGR
NOV 5 '73
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Stmt | Ltr | File

Check design re accident history.

NOV 7 1973
TRAFFIC ENGINEERING

RECEIVED
NOV 5 1973
OFFICE OF
DIRECTOR of TRANSPORTATION

RECEIVED
NOV 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

THIS WILL CONTINUE TO HAPPEN A/C

POOR DESIGN ON THIS TURN OUT

DOCUMENTARY EVIDENCE IS BEGINNING TO PILE UP. — BETTER DO SOMETHING ABOUT IT.

FARWEST STEEL

P.O. Box 632 Phone ~~343-3781~~
2000 Henderson Street
EUGENE, OREGON

TILT-UP PANEL UNIT 6

Sold To MARION CONSTRUCTION
Ship To ALBANY HIGH SCHOOL
ALBANY

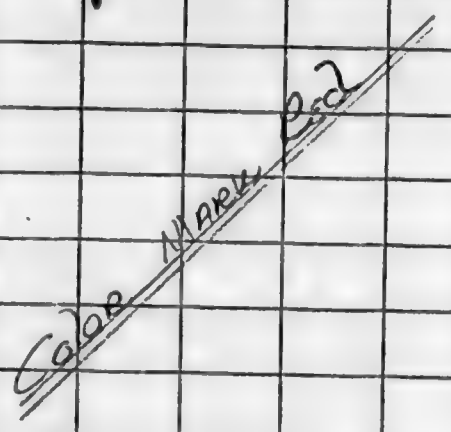
JOB. NO. 1677 DET BY ~~JE~~

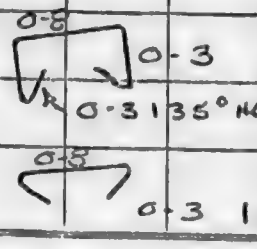
DATE: 10-7-69

SHEET 14 OF UNIT-6

SEE DWG 677-3-UNIT 6

NO.	SIZE	LENGTH	MARK	HOOK	D	HOOK	DEPTH	LOCATION
NORTH WALL:				PANELS 1-6				1
16	5	10-4						2 Vert @ Pnl edge see dwg
8	5	8-3						3 Vert @ Panel edge under
								4 spandrel
2	5	32-5						5 Horiz @ Bot Pnl 1
2	5	31-9						6 Horiz @ Top " 1
2	5	16-5	500	1-9	12-11	1-9		7 Horiz @ Top " 2
2	7	12-11		GRADE 60				8 " @ Bot " 2
2	5	11-3						9 " @ Top " 3
2	5	12-7						10 " @ Bot " 3
2	5	13-5	501	1-9	9-11	1-9		11 " @ Top " 4
2	6	9-11		GRADE 60				12 " Bot " 4
2	5	19-6						13 " @ Top " 5
2	5	20-1						14 " Bot 5
4	5	20-2						15 Horiz @ Top & Bot pnl 6
81	4	10-4						16 Verts @ 1-0 pnl 1, 3, 5 & 6
1	4	31-9						17 Horiz @ 1-0 from Top pnl 1
9	4	32-5						18 " @ 1-0 " 1
1	4	11-3						19 Horiz @ 1-0 pnl 3
9	4	12-7						20
1	4	19-6						21 Horiz @ 1-0 pnl 5
9	4	20-1						22
10	4	20-2						23 Horiz @ 1-0 pnl 6
60	2	1-9	200				(1 Ea)	24 Ties @ 0-8 w/3 @ Top @ 0-3
								25 under Ea spandrel
60	2	1-3	201				(1 Ea)	26





BRIGGS PRINT

27-1078

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 13, 1973

TO L. E. George
TRAFFIC ENGINEER

FROM C. O. Fredrickson
REGIONAL ENGINEER

SUBJECT Traffic Improvements
Rickreall-Independence Jct. Section
Willamina-Salem Highway

As you requested the following is a list of miscellaneous items done to improve conditions after the opening of Rickreall-Independence Junction section of the Willamina-Salem Highway:

1. For eastbound traffic approaching the connection to the "D" line, the fog line was held at 16' from the median line to Station 844 instead of following the taper for the deceleration lane.

2. The "DIVIDED HIGHWAY AHEAD" signs on the main line and on the "D" line preceding the intersection of these two lines were changed to "TRAFFIC SEPARATOR AHEAD" signs.

3. "WRONG WAY" and "DO NOT ENTER" signs were removed from both of these lines in this same area.

4. A "DO NOT ENTER" sign was installed facing westbound traffic on the main line at its junction with the eastbound "D" line.

5. The reverse curve of the left turn refuge at Dallas Junction was moved 200' to the east and shortened to make it more obvious in the horizontal curve section.

6. Pavement buttons were placed along the lines for westbound traffic in this area.

7. A temporary sign was placed in the gore point at Dallas Junction.

8. This temporary sign and sign #3 were fitted with temporary lights.

RECEIVED
NOV 14 1973
TRAFFIC ENGINEERING

9. Raised jiggle bars were placed to outline the islands and gore area at Dallas Juction.

10. The traffic island at Station 845+50 on the connection and the one in the center of the "D" line were outlined with traffic cones. It was felt that the cones on the "D" line island could be misleading and were removed.

11. The fog line for eastbound traffic on the "D" line at the intersection with the old Dallas-Rickreall Highway will be painted with a reverse curve in it rather than a straight line so that through traffic will not mistake this for the main line.

12. The radius of the southwest corner of the 99W intersection was increased.

13. A two second all-red period was installed the 99W traffic signal.

14. The grade of the connection to the "D" line will be raised to give better vision of the striping both for main line traffic and for entering traffic on the connection.

15. A flashing beacon was installed at the Dallas Junction intersection.

16. A 50 MPH speed zone is being established to bracket the two intersections at the west end of this project.

17. Crossroad symbol signs were installed for Greenwood Road.

18. An additional "STOP" sign was added for traffic on the old alignment near the golf course.

19. Two existing signs located in the islands of Independence Junction are being moved to locations outside of the islands.

20. Parking is being prohibited along the south side curb at the point where the acceleration lane from the Independence Highway ends.

In addition to these revisions there were also the 19 additions, deletions and revisions to the guide signing which we have already informed you about.

RK/ek

cc: Ken Wolfe
Art Gottfried

FORM F 30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 7, 1973

To: MEMO TO FILE

SUBJECT: Rickreall-Independence Jct.
Willamina-Salem Highway
Polk County
Contract No. 7779

After traffic problems were encountered at the Dallas Junction of the subject section, I observed the following:

Date: October 30, 1973
Weather: Partly Cloudy
Location: "L" 855+00 lt. shoulder facing west.
Time: 2:50 P.M. to 3:30 P.M.
Number of cars turning to Dallas: 137
Project ADT: 4932

Early left turns into refuge:	74	54%
Proper left turn into refuge:	46	33.6%
Very late turn into refuge:	3	2.2%
Turn from inside through lane:	7	5.1%
Turn from outside through lane:	4	2.9%
Not enough clearance for east bound traffic:	3	2.2%

The following was observed after raised traffic markers were installed, signs adjusted and falshing amber lights installed over east bound lane and left turn refuge:

Date: November 5, 1973
Weather: Rain mixed with snow.
Location: "L" 855+00 lt. shoulder facing west.
Time: 2 P.M. to 2:40 P.M.
Number of cars turning to Dallas: 101
Project ADT: 3636

			% of change
Early left turns into refuge:	4	3.9%	-50.1
Proper left turn into refuge:	75	74.3%	+40.7
Very late left turn into refuge:	21	20.8%	+18.6
Turn from inside through lane:	1	1 %	- 4.1
Turn from outside through lane:	0		- 2.9
Not enough clearance for eastbound traffic:	0		- 2.2

cc Scott Coulter
C. T. Keating
J E George

Rickreall-Independence Jct.
Willamina-Salem Highway
Polk County
Contract No. 7779

Conclusion: The changes in signing, raised traffic markers and flashing amber lights have in my estimation accomplished their purpose very well as observed by the increase in proper turns from 33.6% to 74.3%. The increase in late turns from 2.2% to 20.8% can only be explained by driver error.

Arlin M. Bedell

Arlin M. Bedell
ASST. RESIDENT ENGINEER

27-1078

FORM E-30

REGION 2 ENGINEER
RECEIVED
NOV 7 1973
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 7, 1973

To: G.W. Wimer
REGIONAL CONST. ENGINEER

SUBJECT: Rickreall-Independence Jct.
Willamina-Salem Highway
Polk County
Contract No. 7779

-Chronologic Report-
Pertaining to Problems at Dallas- Lt. Turn Refuge

October 11, 1973 — Traffic signals activiated and highway opened to 4-lane traffic at 7:30 P.M. Agreement with the contractor was to have all pertinent signs in place, guard rail installed leading into all structures and signals and advance warning flashers in operation prior to opening. The only item not operational at opening time was the advance warning lights. The project was striped.

October 12, 1973 — Advance warning flashers for 99W installed and turned on. Maintenance installed 55 mile signs and center left turn only signs.

October 13, 1973 — (Saturday) Maintenance completed striping, and painting median barriers.

October 15, 1973 — G.W. Wimer, Rick Kuehn, Lynn McKibbon, K.D. Wolfe discussed Dallas exit problem. Wimer asked to get guide posts in on west end. Kuehn to work up revisions for signing, striping, etc.

October 19, 1973 — Project reviewed by Carrol Keasey, G.W. Wimer, Rick Kuehn, K.D. Wolfe and later McKibbon. Sign revisions at Independence "Y" suggested. Reflectorized median line buttons for Dallas left turn refuge suggested. Action on this delayed pending more research by McKibbon and Jack Fine on more major revisions. Cross-road signs ordered for Greenwood Rd...Contractor ordered to provide portable barrier for Independence Jct. sign. Was installed by 5:00 P.M. Floyd Lacey contacted regarding miscellaneous additional signs, sign removals, etc.

October 20, 1973 — (Saturday) Contractor reminded to get guide posts on west end as soon as possible.

October 22, 1973 — Contractor requested by letter to install guide posts on west end as soon as possible.

cc Scott Coulter w/attach
C T Keasey " "
J E George ✓ " "

-Chronologic Report-
Pertaining to Problems at Dallas
left turn refuge

October 23, 1973 — Discussed raised traffic bars at Dallas left turn refuge in lieu of yellow buttons with McKibbon and asked that he pursue it further with Wimer and advise. Discussed traffic problem at Dallas intersection with Fulman from Capitol Journal. Advised Region of conversation. Sub-contractor installing posts for remaining guard rail installation.

October 25, 1973 — Complaint received at main office from Polk County Commisioners regarding Dallas turn-off. Area reviewed by C.O. Frederickson, Floyd Lacey, Dick Moffitt, Art Gottfried, K,D. Wolfe and later by Rick Kuehn. Y-2 guide posts installed by maintenance on south side mainline on extreme west end. Hat cones with reflectorized tape nailed down to outline both islands in this area.

October 26, 1973 — 1) "Dallas-Kings Valley" temporary sign installed in left turn gore late last night. Kuehn and Wolfe instructed by Frederickson to do whatever required to remedy problem. Maintenance organized and temporary lights strung to last nights Dallas sign in the gore vicinity of left turn refuge. Reflectorized lane buttons installed through entire area in all lanes. Restriped the eastbound fogline leading into the left turn area. Moved the decel. lane for the left turn refuge farther east and restriped. Filled in most of median area with painted bars to accentuate the refuge. Replaced tape on hat cones with 3" reflectors. Permanent lighting of Dallas signs suggested. Maintneance worked full day and till after dark to accomplish above. Night time survey of traffic patterns again made. Working much better but not perfect. 2) Region alerted to continuing problems noted with confusion indicated by last nights traffic.

October 30, 1973 — Maintenance had planned to install lane arrow in Dallas-to-Salem lane but short of help. Project reviewed by G.W. Wimer, Roger Trystad, Rick Kuehn, Arlin Bedell and K.D. Wolfe-primarily Dallas left turn area. List of major revisions and additions to permanent signing set up. Instructed to proceed with raised A.C. traffic markers in 4 quadrants of the area. Lacey contacted and a list of changes for them made out.

October 31, 1973 — Paul Riedl (FHWA) advised of past and pending changes to signing striping, etc.-Two car accident with 3 seriously injured at 9:40 A.M. at Dallas left turn area. Letter written to contractor ordering guide posts to be installed in critical area immediately. Also all extraneous signs to be removed immediately. At the scene meeting at 1:30 P.M. attended by Polk County Sherriff, Deputy Sherriff, Commissioners, Dallas newspaper, County Engineer, Scott Coulter, Bud George, Don Stoudenmeyer, G.W. Wimer, Rick Kuehn, Art Gottfried and K.D. Wolfe. Decision made

-Chronologic Report-
Pertaining to Problems at Dallas
left turn refuge.

to install flashing lights at left turn refuge. Raised traffic bars also ordered immediately. Also west-bound "Dallas-keep left" sign ordered changed immediately to "Dallas-next left" and moved east to vicinity of 99W. Additional complaint received that east-bound "McMinnville-keep left" does not afford sufficient advance notice.

November 1, 1973 — Paul Riedl advised of yesterdays accident and resulting meeting and changes. Contractor installed A.C. traffic markers and were painted. "Dallas next left" sign moved. Poles erected for flashing lights. Guide post crew arrived on job late P.M. All extraneous signs removed.

November 2, 1973 — Guide posts installed throughout critical areas on west end of project. Flashing lights wired up and activiated at Dallas left turn refuge. Maintenance completed minor sign additions and clean-up on east end project.

Enclosed is a copy of a memo to file of traffic observations made on separate dates before and after the last major revisions.

or should

There are many varied opinions on what should not have been done initially with the design of the west end of the project. It appears now that it was definitely inadequate. My best comment is that we are tying a minor type highway connection to expressway speed traffic. There was not sufficient advance time to allow the people to make the proper moves at the speeds they are traveling. The additions and changes we have and are making are helping to illeviate the problem but will never completely cure it.

K. D. Wolfe

K.D. Wolfe
RESIDENT ENGINEER

27-1078

FORM S-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 6, 1973

TO Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

FROM Rick Kuehn RK
REGION TRAFFIC ENGINEER

NOTED
R.D. TRYGSTAD

SUBJECT Review of Signing
Willamina- Salem Highway
Rickreall-Independence Section

Attached are four pages of comments concerning the signing on the subject section. These comments are the end result of numerous visits by numerous people to this project plus a couple of revisions which I discovered were needed while preparing this list.

I have ordered from the sign shop, signs no. 35 and 36 and if Ken wishes I can order sign no. 18. I will leave the rest of the revisions to be worked out by Ken with the Contractor and/or Floyd Lacey.

RK:lb

cc: L. E. George
Ken Wolfe
Art Gottfried
Floyd Lacey

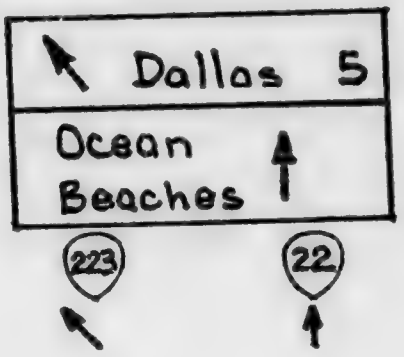
NOV 7 1973
TRAFFIC ENGINEERING

SIGNING REVIEW
RICKREALL - INDEPENDENCE SECTION
WILLAMINA - SALEM HIGHWAY

Sign # 1 — OK

Sign # 2 — Message OK - Move to Sta. 844 + 50

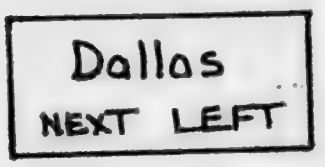
Sign # 3 — Rearrange message:



- location OK for now.

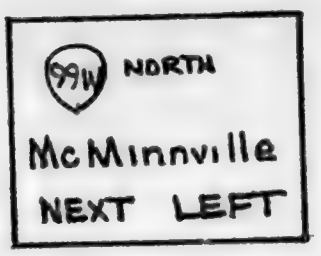
Sign # 4 — Message OK - Move to Sta 846 + 00

Sign # 5 — Change message:



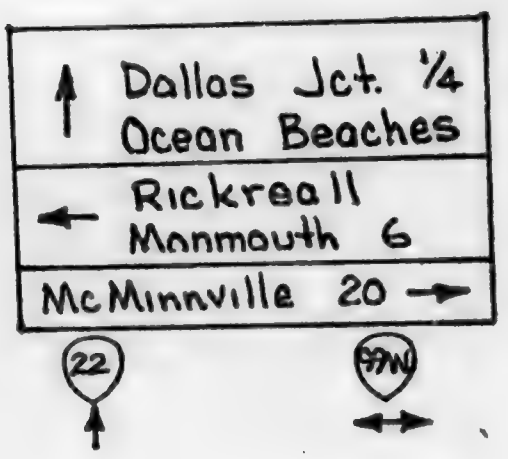
- Move to Sta. 862 + 00

Sign # 6 — Change message:



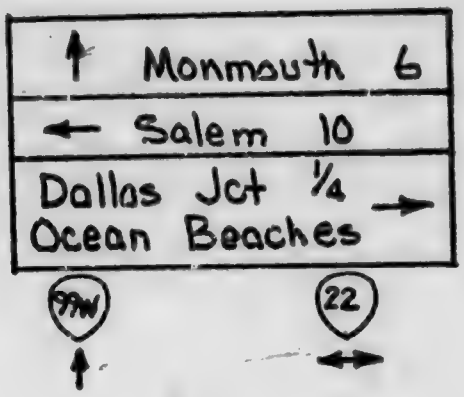
- Move to Sta. 856 + 00

Sign # 7 — Change message:



- location OK

Sign # 8 change message:

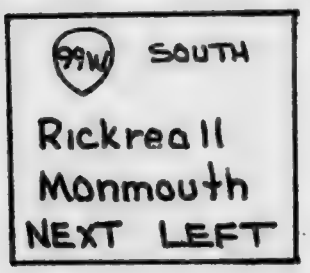


– location OK

Sign # 9 OK

Sign # 10 OK

Sign # 11 Change message:

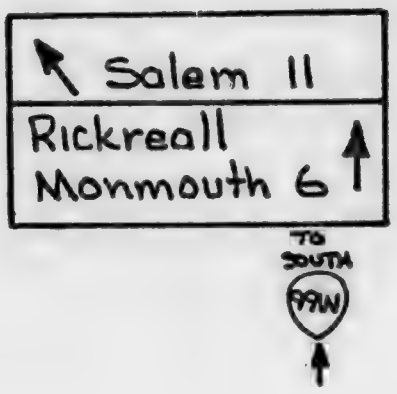


– move to Sta 879+00

Sign # 12 OK

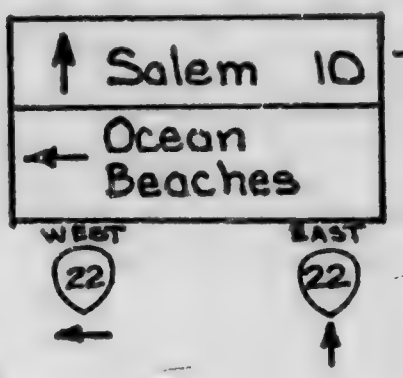
Sign # 13 Message: location OK – raise 3'

Sign # 14 Change arrows:



– location OK

Sign # 15 OK

Sign # 16 Rearrange message: 

- move to Sta. 845+30

Sign # 17 OK

Sign # 18 change message:

- location OK

Sign # 19 OK

Sign # 20 OK

Sign # 21 OK

Sign # 22 OK

Sign # 23 OK

Sign # 24 OK

Sign # 25 Eliminate

Sign # 26 OK

Sign # 27 OK

Sign # 28 Eliminate

Sign # 29 Eliminate

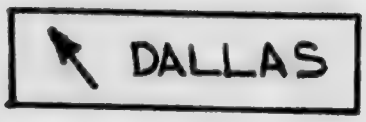
Sign # 30 OK

Sign # 31 OK

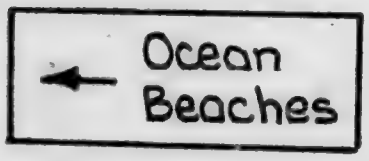
Sign # 32 change message : JCT (51)

Sign # 33 OK

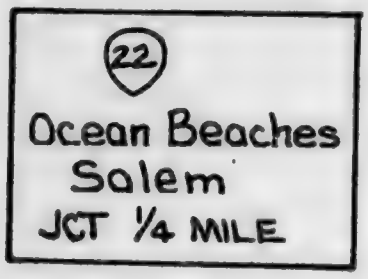
Sign # 34 OK

Sign # 35 (not on plans) 

– install at Sta. 850 + 00

Sign # 36 (not on plans) 

– install at Sta 846 + 00

Sign # 37 (not on plans) 

– install at approx. 1/4 mile south of new alignment

#7779

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

November 1, 1973

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

H. B. Courtney
210 Robinhood Dr.
Dallas, Oregon 97338

Dear Mr. Courtney:

Subject: New Dallas Intersection
Rickreall-Independence Junction Section
Willamina-Salem Highway

Shortly after your October 24 letter about the problems of finding the new Dallas turn-off, particularly at night; reflectorized pavement buttons have been installed through the critical areas. Roadway illumination is being installed as part of the current construction work. It will be operational about December 1.

To assist with the daytime markings as well as the nighttime, overhead flashing lights will be installed as well as raised jigglebars. Likely these will be in place by the time you receive this letter.

Other incidental changes are being made in the signing as well as installation of the planned guide post.

These improvements have been reviewed personally with your entire Polk County court, Engineer, and Sheriff. They wholeheartedly agreed.

Thank you for your interest in this vital traffic safety question. Please bare with us that not all of a new project can be available simultaneously at the initial opening of a new project. This is why there continues to be construction signing throughout the project calling the motorist attention to the continuing work and need to obey the basic rule.

Yours very truly,

ORIGINAL SIGNED BY GERALD WIMER

Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

GWW/elk
cc: H. S. Coulter
C. T. Keasey
Ken Wolfe

RECEIVED
NOV 2 1973
Office of
Assistant State Highway Engineer

NOTED
H.B. COULTER

1779 10-24-73

RECEIVED
STATE HWY ENGR
OCT 26 '73
REFER TO
Coulter
FOR
Info

Pls reply

210 ROBINHOOD DR.
DALLAS, ORE. 97338
OCT. 24, 1973

MR. GEO. BALDWIN (ADMINISTRATOR)
% OREGON HIGHWAY DIVISION
SALEM OREGON

DEAR MR. BALDWIN,

THIS TO ADVISE THAT THE DALLAS TURN OFF ON THIS NEW HIGHWAY WEST OF SALEM HAS PROVED TO BE A TRAP FOR ME WHEN DRIVING AT NIGHT. I EVEN GOT CONFUSED IN DAYTIME AN MISSED THE TURN BECAUSE OF HEAVY TRAFFIC.

I HAVE SEEN OTHERS JUST AS CONFUSED AS I AM, AN WOULD SUGGEST YOU MAKE A PERSONAL INSPECTION OF CONDITIONS AT THIS INTERSECTION. TO ME THIS TURN OFF IS A BLUNDER IN DESIGN.

ATTACHED HEREWITH IS AN EDITORIAL FROM THE ITEMIZER-OBSERVER ON THE SAME SUBJECT

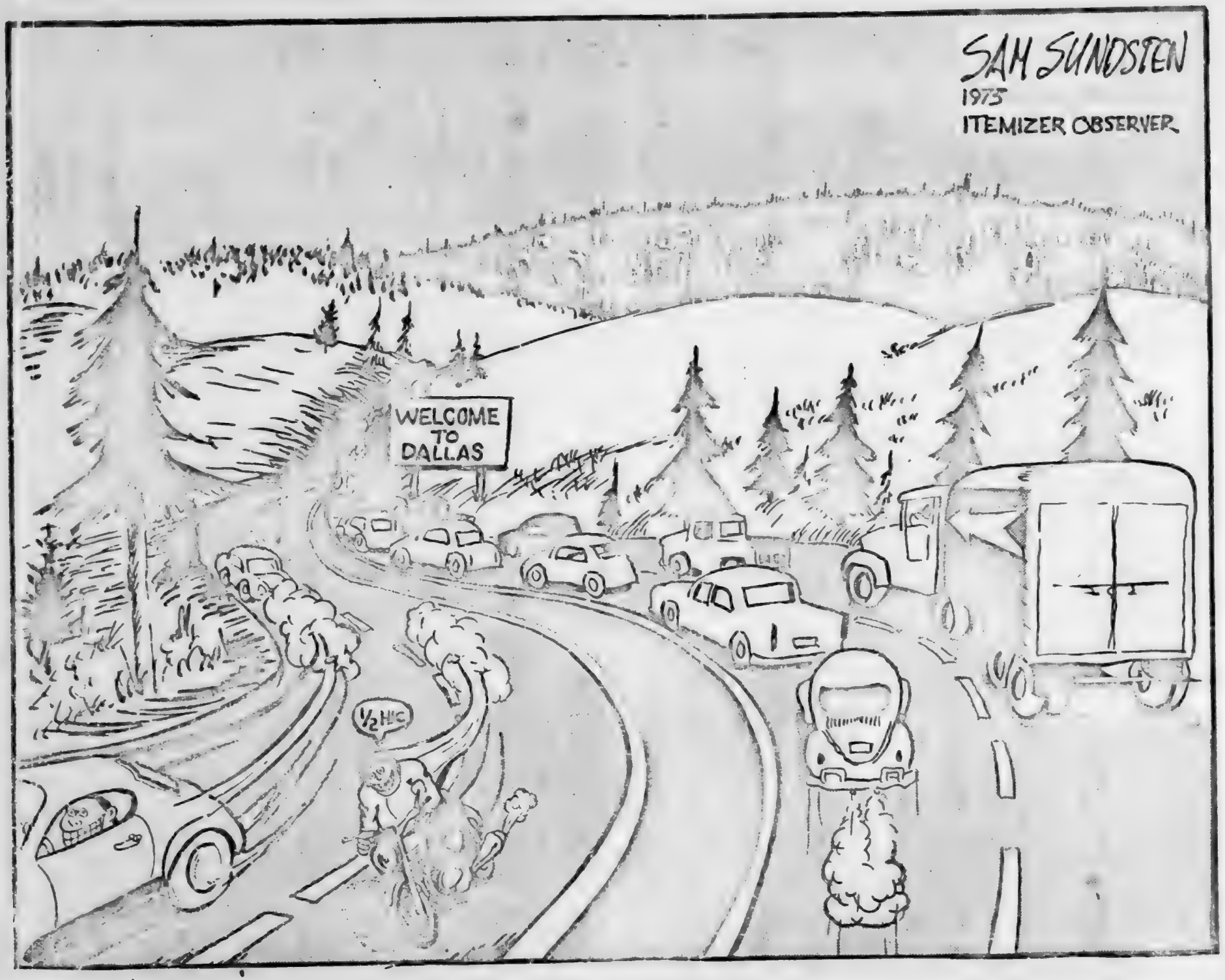
YOURS TRULY

H B Whitney

RECEIVED
OCT 26 1973
OFFICE OF
DIRECTOR of TRANSPORTATION

10-29-73
Ltr to Tredinnick
Pls Cmt.

Dallas traffic 'funnel'



Dallas traffic 'funnel'

It's a nice new road, but . . .

The new four-lane highway between the Independence 'Y' and Rickreall is a vast improvement over the former two-lane section of roadway between the same two points, however, there are some definite hazards that could use some attention before serious problems result.

The 'savings' realized by the state highway department in not building an interchange with overpass at the junction of Highway 99W and the new highway may soon start paying 'dividends' in smashed cars and even possibly fatal crashes. The long four-lane straight highway leading to this intersection gives a false sense of security to the drivers who increase their speed according, only to come upon a set of traffic lights. The problem may not be a serious one for the cautious driver or the local resident who uses the road everyday and can get used to the intersection, however, persons from another part of the state or for that matter from another state could be the victims of this trap.

The signal lights might be adequate on an average day or night, but with last week's heavy fog, they were not visible until motorists were nearly beneath them.

An overpass for the railroad line along that section of the highway is certainly no more important than one for the crossing of an increasingly busy state highway -- especially since the railroad now intersects the highway in the middle of a wide open field,with no buildings to cut down driver visibility.

Another problem, which we hope will not be left incomplete for too much longer, is adequate markings and lighting for the Dallas turnoff. Many residents have told us about missing the turn. Others even stated that they have seen drivers backing up in the middle of the highway to make this turnoff. Some sort of warning would also seem needed to alert motorists that they will be turning across the path of eastbound traffic on the new highway. As the turn is marked now, it's only a matter of time until someone is injured or killed at that spot.

7779

October 29, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. EHS-F-RF-325(7)

SUBJECT Request Change Order Approval

Contract 7779, Extra Work Order No. 10

Project Rickreall-Independence

Highway Willamina-Salem

County Polk

This order covers the cost to extend existing footings and the installation of breakaway pole bases to comply with the safety standards. Five pole bases fall within fill areas and must be extended. Breakaway pole bases will also be installed on seven other existing footings.

A copy of the Engineer's letter of explanation and drawing B-569 showing the proposed footing revisions are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer October 9, 1973.

Your approval as of October 9, 1973 is requested.

Attachment

BMW:js

7779

Form FHWA (21 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 28, 1973

In reply refer to: 10-35.7

SUBJECT: Oregon Project FRF 325(7)
Rickreall - Independence Junction Sec.

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. H. S. Coulter

Attached is a report of the inspection of bridges on the above section of construction.

Please review particularly the condition of the Derry railroad overcrossing structure and repair the damage that has been caused by the contractor's operation. Contractors should not be allowed to utilize new structures with their heavy equipment unless concrete edges such as these are protected.

G. L. Green

Enclosure

RECEIVED
STATE HWY ENGR
OCT 1 '73
REFER TO
Gould - aug
FOR
Info | Inves | R/D | D/R | Sign | Act | File

10-1-73
Kerwin
TAH

10-4-73
cy — Fredrickson

Box 300
Salem OR 97308

DATE: September 27, 1973

In reply refer to: 10-35.71

SUBJECT: Oregon Project FRF-325(7)
Rickreall- Independence Jct. Section

FROM : R. W. Pillsbury, Asst Div Bridge Engr

TO : Mr. H. A. Schell, Div Bridge Engineer
Salem, Oregon

Mr. Riedl and I briefly inspected the two main bridges on our way to the coast September 26.

The smaller Baskett Slough bridge appeared in fair shape with only a small amount of spalling of the end beam evident. The larger Derry Oxg structure, however, had rather extensive spalling of the end beam.

At both bridges the approach slabs have been poured up to 2" from the deck grade. Trucks have been allowed to cross over the bridges and have broken down the corners of the unprotected end beam.

There is a contraction joint where the approach slab and bridge meet. The end beam concrete is broekn back up to 1½" for a large section of the width of each end of the bridge. The problem is the result of the contractor's operation and I believe it should be repaired.

In addition the deck concrete looked poor. The finish was quite mottled. There has been some grinding done and it still looked a little rough. I do not recommend any action at this time.

Mr. Riedl is making another inspection of this bridge September 28 and at that time Swiss hammer readings will be taken for further information.

R. W. Pillsbury

eb

RECEIVED
STATE HWY ENGR
OCT 1 '73
REFER TO
FOR
Info | Insves | R/D | D/R | Stan | Act | File

7-179 9-14-73 5

OSHD (Coulter)
Region
Wash DC
Area Engr Riedl

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Polk	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9/14/73	Terry Little, Highway Engineer Trainee	EHS-F-RF-325(7)

IN COMPANY WITH
F.V. Riedl, Area Engr, Ken Wolfe, Resident Engr, A. Bedell, Office Engineer

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	a-103 b-43%	71 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

RICKREALL-INDEPENDENCE JCT. SECTION
WILLAMINA-SALEM HIGHWAY
Grading, Paving, Structures, Signing, and Illumination

OCT 12 1973
REGIONAL OFFICE

This is a project stage inspection on the cement treated base on the project.

1. Work Completed:

Clearing	90% Complete	Bridges 351A	99% Complete
Drainage	90%	9872	98%
Grading	94%	Equip. Pass	100% (box culvert)

2. Work in Progress:

Final items on the two bridges were being completed, consisting of finishing concrete, erecting handrail and cleanup.

The placement of CTB was in progress. Most of this course had been placed, coated with an asphalt tac coat and under traffic from the contractor's vehicles. Patching of this portion was also being performed.

Placement of the AC had just begun.

10-15-73
Constn.
cy young

3. Comments:

This inspection covered the placement of the cement treated base. The contractor is just about completed with this phase of the work which has extended from last fall and into this construction season. The strike substantially delayed the completion of this item of work.

The work in progress consisted of placing CTB on the westerly end of the project. The material was satisfactorily mixed in the pug mill and placed to line and grade with a "Jersey Spreader". A blade trimmer was being used to finish the leveling of the CTB material. It was noted that the blade was making several passes and segregation was occurring in the top of the CTB. This situation has occurred in various locations throughout the project and with hauling equipment traveling over this material quite a number of "pot holes" have developed. The contractor was patching these areas with an AC mix at his own expense. He has unofficially advised the Resident that he plans to claim for performing this work.

NOTED
H.S.COULTER

(more)

During a previous inspection it was found that the cement content at the start of the project was high. The conductivity test did not show this but the material sent to the laboratory showed a high reading of 7.7%. The design percentage was between 5 and 6%. The percentage was immediately corrected and the conductivity test correlated to the lab results. No problem was experienced after this change.

The plans established that the CTB would be placed in two lifts with the design cement content for the base as 5% and top 6%. The contractor requested that he be allowed to place the total amount in one lift and the percentage of cement established at 5 1/2%. Due to the volume of material the contractor could not efficiently place the CTB and went back to placing the remaining material in two lifts. The design was to produce a 7 day break strength of 1000 psi. Records from tests show the strength to be reasonably close to this figure however nearly all were near the high side. The first two weeks showed strengths of 2000+ until the change in cement quantity was performed.

Most of the present day CTB plants are not equipped to provide an accurate method for weighing cement into the pug mill. This plant is no exception. The contractor indicated he plans to totally revise the operation by placing the silo on scales and read directly the cement entering the mix. This should greatly assist in providing a more uniform, stable, non-segregated product.

The CTB has been placed in two 4 1/2" lifts, depth checks showed the thickness to be between 9" and 10.4".

Paving was getting underway on the inside westbound lane. This is the first paving which has been done. The 4' surface coat will be placed in two 2' lifts. A test ride was taken on the newly layed asphalt. The ride was very smooth with only a slight roughness in the super on a curve. The second lift is expected to improve upon this.

The paving operation was producing at roughly 200 tons per hour. A slight problem was encountered in keeping the strikeoff screed even. The result was a fluctuation in the thickness of the lift. The paving machine was to be worked on after hours.

Work on the concrete walks was progressing satisfactorily.

(more)

4. Conclusions:

The work on the project is considered as being in substantial conformance with the specifications.

The problems encountered are considered as minor and will not affect the overall compliance to the plans and specifications.

The State should review their construction requirements for mixing and placing CTB material. The controls for determining the amount of cement to be added to the mix should be analyzed and after the mix is placed only a minimal amount of work should be allowed in shaping and trimming the material. Traffic on this material should be held to a minimum and speeds reduced while traveling over the placed CTB.

RECEIVED
STATE HWY ENGR
OCT 15 '73
REFER TO
FOR
Dist. | Co. | Sec. | Rte. | Cnty. | Items | Sht. No.

7779

27-1078

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 9, 1973

TO C. T. Keasey
CONSTRUCTION ENGINEER

FROM Gerald Wimer
ORIGINAL SIGNED BY GERALD WIMER
REGIONAL CONSTRUCTION ENGINEER

NOTED
E. S. HUNTER

SUBJECT Rickreall-Ind. Jct. Bikeway
Willamina, Salem Highway

Assistant State Highway Engineer, E. S. Hunter's letter, instructed that a grade separation structure be provided. Resident Engineer, K. D. Wolfe has studied the alternatives. They are:

1. Conbining with an Independence Junction Interchange would only cost $97,000.00 for the bikeway portion, but would be too costly of a project when the interchange itself is added in.

2. The bikeway under would cost $72,000.00. This would delay the present construction possibly into next year, and cause serious construction and traffic problems. We also don't have the necessary right-of-way.

3. Bikeway over would cost $70,000.00 net. This allows the structure to be done later on a non negotiated contract. There is less interference with the present work. The overall cost is less. Since the credits to the present project cannot be carried over, the future contract would total approximately $95,000.00.

Based on the above findings, Construction Engineer, C. T. Keasey on August 3 concurred with modifing the present contract to accomodate plan no. 3. FHWA District Engineer, Ernie Valach concurred Monday, August 6.

We will proceed with the necessary survey as soon as possible.

GW/ek
Attachs.
cc: E. S. Hunter ✓
Victor Wolfe
Ken Wolfe

RECEIVED
AUG 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

August 6, 1973

P.O. Box 30
Salem, Oregon 97310

Rickreall-Independence Jct.
Willamina-Salem Highway
Polk County
Contract No. 7779

Ray Kizer Const. Co. &
Hannon Bros. Co.
P.O. Box 72
Rickreall, Oregon
97371

Attn: George Blaisdell
Superintendent

Please be informed that the plans on the project are being revised as follows:

1. All P.C.C. sidewalk on the right side of centerline from approx. station 1036 to 1089 is to be entirely eliminated. Compacted earth material will take the place of the P.C.C. sidewalk.
2. P.C.C. sidewalk on the left side of centerline from approximate station 1036 to the west edge of the golf course entrance at approximate station 1047 is to be entirely eliminated. Earth material will be graded and compacted in its place.
3. P.C.C. sidewalk on the left side of centerline from the east edge of the golf course entrance at approximate station 1047 to 55th street at approximate station 1090+50 is to be increased in width from the planned 6.5 feet to 8 feet.

There will be an additional small amount of excavation or embankment required to accomodate the additional sidewalk width on the left side. There will also be backfilling required on the left from 1036 to 1047. As you noted in April of this year the cut-out for sidewalk on the right side of centerline was staked and constructed 0.3 foot high. This resulted in the sidewalk sub-grade being constructed to match top of curb, which is in line with what we now want and should require only a minor amount of finishing to bring it to a completed condition.

A price agreement is being submitted to document the change in plan quantities for the P.C.C. sidewalk.

Contrary to my phone conversation with you on this date, the excavation and embankment required in this revision will be assumed to be done as part of the price agreement documenting the plan change.

K.D. Wolfe

K.D. Wolfe
Resident Engineer

cc: Region

Ray Kizer Const. Co. &
Hannon Bros. Co.
P.O. Box 42365
Portland, Oregon 97242

Alt. #1

SECTION 1094+76.10 TO 1099+66.30 ESTIMATE OF COST- DATE 8-2-73 SHEET 2 of 2
HIGHWAY PICKEREL - ENDEAVOUR BIKEWAY ADDITION TO "OX" CROSSING
ALTERNATE NO. #2

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
1	P.C. CONCRETE	Yd³ ~~M²~~	1060	—	—	6.000	6,360 ~~10,600~~
2	BASE MATL.	Yd³	385	—	—	3.000	1,200
3	R/W	ACRE	0.7	—	—	1,000	700
4	BORROW EXCAVATION	Yd³	5,400	—	—	0.9500	5,100
5	GENERAL EXCAVATION	Yd³	1,030	—	—	2.6000	2,600
6	BRIDGE (280' SPAN X 5' additional)	Ft²	3,360	—	—	45	151,200
7	TYPE "C" CURB	Yd³	10	—	—	50.00	500
8	GUARD RAIL	LIN FT	200	—	—	3.0000	600
9	Fence 6' Chain Link Fence	LIN FT	400	—	—	2.50	1000
	TOTAL COST BIKEWAY ADDITION TO "OX" CROSSING						171,060
	Eng & cont 20%:						
							92,372

Don't include 15' of trail alone in structure length - 30'+ this alone would include 5' wide (3) 45' spans = $41,000 which is much more than 1/2 of fence possibility.

SECTION 1067+50
HIGHWAY Willamina - Salem Highway
ALTERNATE NO. #1 (Box culvert)

-ESTIMATE OF COST- Alt #2

DATE _____ SHEET ___ of ___

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
1	REMOVAL OF HIGHWAY SECTION						
2	" " Sidewalk	sq.yd.	21.7	2.3	24	1.00	24.00
3	" " " Curbs	lin. ft.	28	3	31	.75	23.00
4	" " A.C.	sq.yd.	130.7	13.3	144	.75	108.00
5	" " C.T.B.	sq.yd.	130.7	13.3	144	.75	108.00
6	" " Lime Treatment	sq.yd.	130.7	13.3	144	.75	108.00
	EXCAVATION						
7	Box culvert	cu.yd.	978	98	1076	5.00	5380.00
8	Drainage	cu.yd.	156	15	171	5.00	855.00
9	Bikeway	cu.yd.	2497	249	2746	.60	1648.00
	BOX CULVERT (10'X12')						
10	Concrete	cu.yd.	201	20	221	110.00	24310.00
11	Steel	lbs.	32625	3262	35887	0.15	5383.00
12	Concrete Inlets	Each	4	0	4	200.00	800.00
13	4" Concrete Surfacing	sq.yd.	2289	221	2510	6.00	3720.00
14	12" culvert pipe	lin. ft.	20	2	22	3.75	82.00
15	24" culvert pipe	lin. ft.	380	38	418	7.00	2926.00
	REPLACING OF HIGHWAY SECTION						
16	Lime Treatment	sq.yd	130.7	13.3	144	0.40	58.00
17	Lime	tons	1.5	.1	1.6	40.00	64.00

Add cost new sect

SECTION 1067+50 -ESTIMATE OF COST- Alt #2 DATE _____ SHEET ___ of ___
HIGHWAY Willamina - Salem Highway
ALTERNATE NO. #1 (Box culvert)

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
18	cement treated base	tons	68.4	6.6	75	31.10	2333.00
19	C.T.B. (cement)	tons	3.8	.2	4	6.25	25.00
20	Asphalt concrete pavement	tons	30.2	3.8	34	6.25	213.00
21	A.C. (cement in mixture)	tons	.2	.2	2.2	36.50	8.00
22	Curb	cu.yd.	.86	.084	.95	50.00	48.00
23	Sidewalk	sq.yd.	21.7	2.3	24	6.00	144.00
	Anticipated Items						
24	Flagging & Temp Traffic Control						10000.00
25	Engineering & Contingencies					20%	12004.00
	R/W	acres	1	Not Applied	Presently	1500.00	1500.00
	total estimate						72024.00

8-3-73
1) Do not have R/W
Do not have specific
2) Do not have
3) Alternate
1) Estimate of
cost must be

Bikeway Over Highway — Alternate # 3

SECTION Rickreall - Independence — ESTIMATE OF COST — DATE _____ — SHEET __ OF __
HIGHWAY Willamina - Salem
ALTERNATE NO. 3

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
1	Temp Diversion Protection	Lump Sum	All				2,500
2	Embankment In Place	Cu. Yd	2154	216	2370	1.50	3,555
3	Bike Path Surfacing (Conc.)	Sq Yd	1695	170	1865	6.00	11,190
4	18" Culv. Pipe	Lin Ft.	60	6	66	5.50	363
5	Bike Path Structure	Lump Sum	All				62,000
6	Right Of Way	Acre			.42	1,000	470
7	Delete Concrete From Current	Amount			3634 ft²	6.00	- 21,833
							58,195
	ANTICIPATED ITEMS						
8	Fencing						1200
9	Engr. & Contingencies					20%	11,639
					TOTAL		$70,034

1) Allows structure to be done by Later subsequent negotiated contract.
2) Does not interfere with present work.
3) Lower cost
4) Will about $93,000 however would cost
5) Above Est. slightly as doesn't include E. walk or current cost. Doesn't affect future est.

7779

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 23, 1973

TO G. L. Green, Division Engineer
[redacted]
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. EHS-F-RF-325(7)

SUBJECT Request Change Order Approval

Contract 7779, Extra Work Order No. 7 Supplemental No. 1

Project Rickreall - Independence Jct.

Highway Willamina - Salem

County Polk

The Supplemental Order covers an increase in the cost for construction of a drainage system for the random fill right of Stations 1086 to 1089+50. In addition the Order covers placement and compaction of earthwork materials which were stockpiled pending completion of the drainage system.

Attached is a copy of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on April 26, 1973.

Your approval as of April 26, 1973 is requested.

Attach.
JK:pr

7779

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 16, 1973

TO Ken Wolfe
RESIDENT ENGINEER

FROM Gerald Wimer ORIGINAL SIGNED BY GERALD WIMER
REGIONAL CONSTRUCTION ENGINEER

1179

SUBJECT Proposed Bikeway Revisions
Rickreall-Independence Junction Section
Willimina Salem Highway

Assistant State Highway Engineer E. S. Hunter has instructed the following bikeway revisions in the Independence Junction vicinity:

1. A grade separation structure be provided near the Oak Knoll Golf Course. Obviously if it were to be installed under the new roadway, it should be installed by the current contractor. Should it go over the new roadway, its installation could temporarily be postponed and a separate contract let to cover it, connecting walks, and possibly the Mud-Slough structure revision. Several estimates and sketches are attached. You are to analyze, recommend, and provide the necessary field location data.

NOTED
E. S. HUNTER

2. Eliminate the walkway on the southerly side. Also the walkway on the northerly side westerly of the golf course entrance. On the northerly side easterly of the golf course entrance the walkway is to be widened as much as possible but with a maximum 10 foot width. A more likely width on the northerly side is 8 feet. Please work out the details and review with me before consulting your contractor.

GW/ek
cc: E. S. Hunter ✓
C. T. Keasey
Victor Wolfe
Attachs.

RECEIVED
JUL 18 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5

OREGON STATE HIGHWAY DIVISION

7779

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 23, 1973

TO G. L. Green, Division Engineer
~~Regional Construction Division Engineer~~
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. EHS-F-RF-325(7)

SUBJECT Request Change Order Approval

Contract 7779, Extra Work Order No. 7

Project Rickreall - Independence Jct.

Highway Willamina - Salem

County Polk

The Order covers construction of a drainage system for the random fill right of Stations 1086 to 1089+50. It also covers all signing and flagging necessary for a right angle highway crossing. This work is required for disposal of unsuitable materials.

It is anticipated approximately 50 lin. ft. of corrugated aluminum pipe will be salvaged with a salvage value of $100 as agreed to by the FHWA Area Engineer.

Attached is a copy of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on April 26, 1972.

Your approval as of April 26, 1972 is requested.

Attach.

JK:pr

#7779

7779

May 1, 1973

Dannendorf, Spears, Lubersky & Campbell
Attorneys at Law
800 Pacific Building
Portland, Oregon 97204

Attention: Herbert H. Anderson

Gentlemen:

This is to acknowledge your letter of April 13 notifying us of claims in the amount of $4,534.16 plus interest of Ace Galvanizing, Inc., against Ward Steel Corporation for galvanizing metal. These claims appear to be against the following contracts:

Contract No. 7664
Ray Kiser and Ray Kiser Construction Co.
South Unit, Camden-Thirtymile Creek Section
John Day Highway
Gilliam County.
Surety: Great American Insurance Company
2030 Ninth Avenue
Seattle, Washington 98121
Completed: January 26, 1973
Accepted: March 28, 1973

Contract No. 7779
Ray Kiser Constr. Co. and Hamann Bros. Co.
Richvall-Independence Junction Section
Willamina-Salem Highway
Polk County
Sureties: Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

General Insurance Co. of America
1300 S.W. 1st
Portland, Oregon 97201
Not completed or accepted

NOTED ON CARD
5-1-73 dw

Contract No. 7795
Hamann Bros. Constr., Inc.
North Santiam River (Green's) Bridge
FAS 126
Linn and Marion Counties
Surety: General Insurance Co. of America
1500 S.W. 1st
Portland, Oregon 97201
Not completed or accepted

We will advise the sureties involved of the receipt of your client's claims and we will also forward them to the Secretary of State for filing.

Please advise this office when your client's claims have been satisfied.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Ray Kizer and Ray Kizer Constr. Co.
11760 N.E. Glisan
Portland, OR 97216

Ray Kizer Constr. Co. & Hamann Bros. Co.
Drawer K
Redding, California 96001

Hamann Bros. Constr., Inc.
8410 S.E. Otty Road
Portland, OR 97266

Great American Insurance Company
2020 Ninth Avenue
Seattle, Washington 98121

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RMG:flcn:dr

DEZENDORF, SPEARS, LUBERSKY & CAMPBELL
(DEY, HAMPSON & NELSON)
(KOERNER, YOUNG, McCOLLOCH & DEZENDORF)
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON 97204
226-6151

JAMES C. DEZENDORF
FRANK H. SPEARS
WILLIAM F. LUBERSKY
HARRY J. DeFRANCO
GEORGE B. CAMPBELL
JOHN P. BLEDSOE
JAMES D. TREDUP
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WAYNE HILLIARD
JAMES H. CLARKE
LEWIS K. SCOTT
RICHARD S. BORST
GEORGE L. WAGNER
STANLEY R. LOEB
MICHAEL G. HOLMES
GEORGE L. KIRKLIN
LEIGH D. STEPHENSON
JOHN H. DORAN
O. MEREDITH WILSON, JR.
ANTHONY J. BARKER
LAURENCE F. JANSSEN
ROBERT E. MALONEY, JR.

CLARENCE J. YOUNG
FRANK C. McCOLLOCH
OF COUNSEL

RICHARD C. HUNT
JOHN W. GOULD
GEORGE A RUSSILL
JAMES P. STOUFFER
KENNETH E. JERNSTEDT
C. RICHARD NOBLE
CRAIG E. IVERSON
JOHN M. BERMAN
VAWTER PARKER
RICHARD H. WILLIAMS
DARYL L. NELSON
EDWIN A. HARNDEN
ROY P. FARWELL

Russ
Please advise
cec

April 13, 1973

Oregon State Highway Department
Salem, Oregon 97310

RE: Notice to Oregon State Highway Department
and Hannan Brothers Construction, Inc.

and

Notice to Oregon State Highway Department
and Ray Kizer Construction Co.

Gentlemen:

Enclosed herewith are notices of claims against bonds by Ace Galvanizing, Inc. on the Condon Thirty Mile Job, the Rickreall-Independence Job and the Green's Bridge Job at Jefferson.

Very truly yours,

Herbert H Anderson

Enclosures

cc: Hannan Brothers Construction, Inc.
Ray Kizer Construction Co.

APR 3 - 1973

NOTED
C. W. HEAD

NOTICE TO OREGON STATE HIGHWAY DEPARTMENT

and

HANNAN BROTHERS CONSTRUCTION, INC.

NOTICE IS HEREBY GIVEN that the undersigned, ACE GALVANIZING, INC., has a claim for galvanizing metal for WARD STEEL CORPORATION in the sum of $4,524.16 with interest at the rate of 6% per annum from February 1, 1973, against the bond taken from HANNAN BROTHERS CONSTRUCTION, INC., as principal and GENERAL INSURANCE COMPANY as surety, for the word of the Rickreall-Independence Job and the Green's Bridge Job at Jefferson.

DATED this 13 day of April, 1973.

ACE GALVANIZING, INC.

By: Herbert H Anderson
Its attorneys

Herbert H. Anderson
Dezendorf, Spears, Lubersky & Campbell
800 Pacific Building
Portland, Oregon 97204

7779

FORM S-20 (REV. 10-69)

7779

19-10

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 8, 1973

3-6-73

SUBJECT: File 43229

To: Mr. John Oakes
Assistant Right of Way Engineer

Attached for further handling is a fully executed copy of an Indenture of Access to the following:

To John W. and Jean W. Slevkoff and Hollis, Rosa Lee, Ronald B. and Fern Rice covering property on Rickreall-Independence Junction Section of Willamina-Salem Highway in Polk County.

C. W. Head, Secretary

fkn
Att.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 28, 1973

Oregon State Highway Commission

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

AGENDA
MAR 6 1973
19-10

Indenture of Access
File 43229 [L6425] - Slevkoff
Rickreall - Independence Junction Section
Willamina - Salem Highway, Polk County

The location of a 35 foot farm crossing and one 35 foot unrestricted point of access will be changed to preserve three large oak treas on the right-of-way. The property is located on the northerly side of the relocated Willamina - Salem Highway approximately 2.1 miles east of the Pacific Highway West at Rickreall.

This Indenture of Access will be granted to John W. Slevkoff, Jean W. Slevkoff, Hollis G. Bice, Rosa Lee Bice, Ronald B Bice, and Fern Bice.

Federal Highway Administration approval of this matter was received October 16, 1972.

Your favorable consideration will be requested at the March 6 meeting.

j

cc George M. Baldwin
C. W. Head /w/ att. ✓
F. B. Klaboe
Gary Ross
Gary Sund

(A)
1 COPIES TO BE SIGNED

By Commission

27-14 S

FORM S-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7779

DATE March 1, 1973

TO R. L. Schroeder
ASST. STATE HIGHWAY ENGINEER

FROM C. O. Fredrickson
REGIONAL ENGINEER

SUBJECT Oak Knoll Golf Course Access
Oregon 22

#7779

Please be informed that the enlarged GOLF COURSE NEXT EXIT signs as well as the two signs at the access point at the subject location were installed February 27, 1973.

This completes the assignment as requested in your letter of January 24, 1973.

JGC/COF/jc

NOTED
R. L. SCHROEDER

RECEIVED

27-14

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7779

Salem, Oregon
February 8, 1973

SUBJECT: Oak Knoll Golf Course
ORE 22

To: R. L. Schroeder
ASST. STATE HIGHWAY ENGINEER

This is to advise you that all of the striping on the Willamina-Salem Highway in the area of the Oak Knoll Golf Course has been accomplished as requested in your letter of January 24, 1973.

The NO PASSING signs in conjunction with this striping have also been installed.

The two advanced GOLF COURSE NEXT EXIT signs as well as the two signs at the access point which will be larger, have been ordered from the Sign Shop.

You may consider this as an interim report and we will inform you when it has been completed.

C. O. Fredrickson
REGIONAL ENGINEER

JGC/COF/jc

NOTED
F. D. KLAGGE

RECEIVED
STATE HWY ENGR
FEB 9 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
R. L. SCHROEDER

RECEIVED
FEB 8 1973
Office of
Assistant State Highway Engineer

7779

January 30, 1973

Mr. Bob Oliver
Ombudsman
Office of the Governor
State Capitol
Salem, Oregon 97310

Dear Bob:

This is in reply to your memo concerning a complaint voiced to you by Mr. Willard L. Cushing involving the access to the Oak Knoll Golf Course.

As a result of an investigation by the State Highway Engineer, Mr. Fred Klaboe, we will stripe a no-passing zone through this area and enlarge, as well as relocate, the directional signs.

It is hoped that this action will alleviate any possible traffic problems.

Sincerely,

George M. Baldwin
Administrator of Highways

cc Robert Davis

F. B. Klaboe
R. L. Schroeder
Gary Ross
L. E. George

RLS:ajw fn

OREGON STATE HIGHWAY DIVISION

Salem, Oregon
January 24, 1973

HIGHWAY BUILDING • SALEM, OREGON • 97310

Mr. J. S. Boyd
Regional Engineer

Oak Knoll Golf Course Access
ORE22

It is recognized that the existing signs, striping, and markings are more than adequate for the subject access. However, upon a personal investigation by Mr. Klaboe and myself, would you please implement the following as soon as possible:

Stripe the entire section of highway from a point westerly of the 35-mile-per-hour curve to the beginning of the four-lane section for no passing in each direction. Please install the necessary NO PASSING signs in conjunction with the striping. Enlarge the two advanced GOLF COURSE NEXT EXIT signs, as well as the two signs at the access point. In addition, move the GOLF COURSE NEXT LEFT sign facing eastbound traffic, westerly to the end of the existing concrete curb.

Please notify me when the above has been completed.

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:ajw

cc ~~George~~ M. Baldwin
F. B. Klaboe
A. E. Johnson
L. E. George

RECEIVED
JAN 24 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

MARSH, MARSH, DASHNEY & CUSHING
ATTORNEYS AT LAW
525 EAST FOURTH STREET
McMINNVILLE, OREGON
TELEPHONE 472-5141
AREA CODE 503

EUGENE E. MARSH
FRANCIS E. MARSH
WM. H. DASHNEY
WILLARD L. CUSHING
DAVID C. HAUGEBERG

MAILING ADDRESS:
POST OFFICE BOX 596
McMINNVILLE, OREGON 97128

January 9,1973

Mr. Leonard Lindas
General Counsel
State Highway Commission
Salem, Oregon 97310

RECEIVED
JAN 11 1972
LEGAL

Re: Oak Knoll Golf Course

Dear Leonard:

I am writing to thank you for referring the traffic problem at the exit to Oak Knoll Golf Course to your Traffic Engineer and Assistant State Highway Engineer. I am somewhat disappointed in the fact that our ideas were completely rejected and the seriousness of the problem was apparently ignored. My client is most distressed and has had many comments from customers regarding the situation. At least twelve customers in the past month have told him upon arrival that "they damn near got hit" as they attempted to enter his premises.

My client has advised his customers of his attempts to get the situation improved and if there are any accidents at the site I am sure that he will advise the parties of the Department's attitude.

Mr. Schroeder advises us that he will "maintain a close surveillance on this section as to traffic conditions", but we do not feel that this is the proper preventive measure to take and that it will not prevent accidents.

Very truly yours,

Marsh, Marsh, Dashney & Cushing

Willard L. Cushing

WLC:bi
cc: Mr. Mike Payette
Oak Knoll Golf Course
Salem-Dallas Highway, N.W.
Salem, Oregon

RECEIVED
JAN 12 1973
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

RECEIVED
DEC 18 1972
FOR FILING
7.7.1.

December 15, 1972

Mr. Willard L. Cushing
Marsh, Marsh, Dashney & Cushing
Post Office Box 596
McMinnville, Oregon 97128

Dear Mr. Cushing:

Re: Oak Knoll Golf Course

As was recently indicated to you by our Traffic Engineer, Mr. L. E. George, both physical and traffic conditions at the intersection of the Salem-Dallas Highway and the access to the Oak Knoll Golf Course were reviewed in the field by Mr. George and by our Regional Engineer, Mr. J. B. Boyd.

It is felt that all reasonable precautions to safely handle normal traffic through this area have been taken by the Highway Division. In fact, traffic control devices and signing beyond the normal province of safe traffic control have been installed in an effort to direct traffic properly into and out of the Oak Knoll Golf Course. The access road intersection is as visible both during daylight and darkness as any other on the state highway system, actually more so because of the signing, pavement markings and delineators that have been installed. We do not agree that a "no passing" zone should be created, nor that illumination should be installed. Some minor relocation of existing signs was accomplished to provide better visibility for the directional signing into the golf course.

We will maintain a close surveillance on this section as to traffic conditions.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc Tom Edwards
F. B. Klaboe
L. E. George
L. I. Lindas
J. B. Boyd

LEG:pb: ajw

Bud

RECEIVED
NOV 29 1972
LEGAL

MARSH, MARSH, DASHNEY & CUSHING
ATTORNEYS AT LAW
525 EAST FOURTH STREET
McMINNVILLE, OREGON
TELEPHONE 472-5141
AREA CODE 503

EUGENE E. MARSH
FRANCIS E. MARSH
Wm. H. DASHNEY
WILLARD L. CUSHING
DAVID C. HAUGEBERG

MAILING ADDRESS:
POST OFFICE BOX 500
McMINNVILLE, OREGON 97128

November 28, 1972

Mr. Leonard Lindas
General Counsel
State Highway Commission
Salem, Oregon

Re: Oak Knoll Golf Course

Dear Leonard:

I am writing you on behalf of Mike Payette, owner of the above described premises, with reference to the hazardous situation created by the opening of the partially completed highway from Salem to Rickreall.

The Highway Department has completed two lanes of a proposed four-lane highway which I understand will be completed next summer but upon which no work will be done until April, 1973. The situation described below will not exist when the four lanes are completed but during the interim period my client is quite concerned about the hazard now existing. It is particularly dangerous when approaching the Oak Knoll exit from the West because of one's inability to see the turnoff and to make a safe left turn. The problem is, of course, magnified during darkness and during foggy periods.

I am enclosing a rough sketch of the area which I hope will make this letter more easily understood. The highway has a centerline but is not striped for "no passing". The south side of the new highway has a concrete curb and a high bank which prevents a turnoff in that direction to avoid any collisions. The north side of the highway has a standard barricade with reflector and also has a high bank which obscures the view of the clubhouse. You will notice from the enclosed sketch that the first notice of a golf course exists is just 65 feet from the 50 mile per hour sign and that only 550 feet away is the left turn sign. This hardly gives one an ample opportunity to turn under the circumstances, particularly when it is so difficult to see the place where the turn would be made. The left turn has to be made in front of the west-bound traffic and there is no place to wait and avoid the traffic coming from the west that is eastbound. The situation from the north lane westbound is not as dangerous as the one just described but it does present some hazards.

It would be the recommendation of myself and my client that more warning signs be erected each direction from the exit at a greater distance than those now standing; that a "no passing" zone be created in the general area and that lights be placed at the exits so that night driving will be safe. There

EUGENE E. MARSH
FRANCIS E. MARSH
WM. H. DASHNEY
WILLARD L. CUSHING
DAVID C. HAUGEBERG

November 28, 1972

should also be some marking of the exit road from the main highway up to the old road as the road is not now delineated in any fashion.

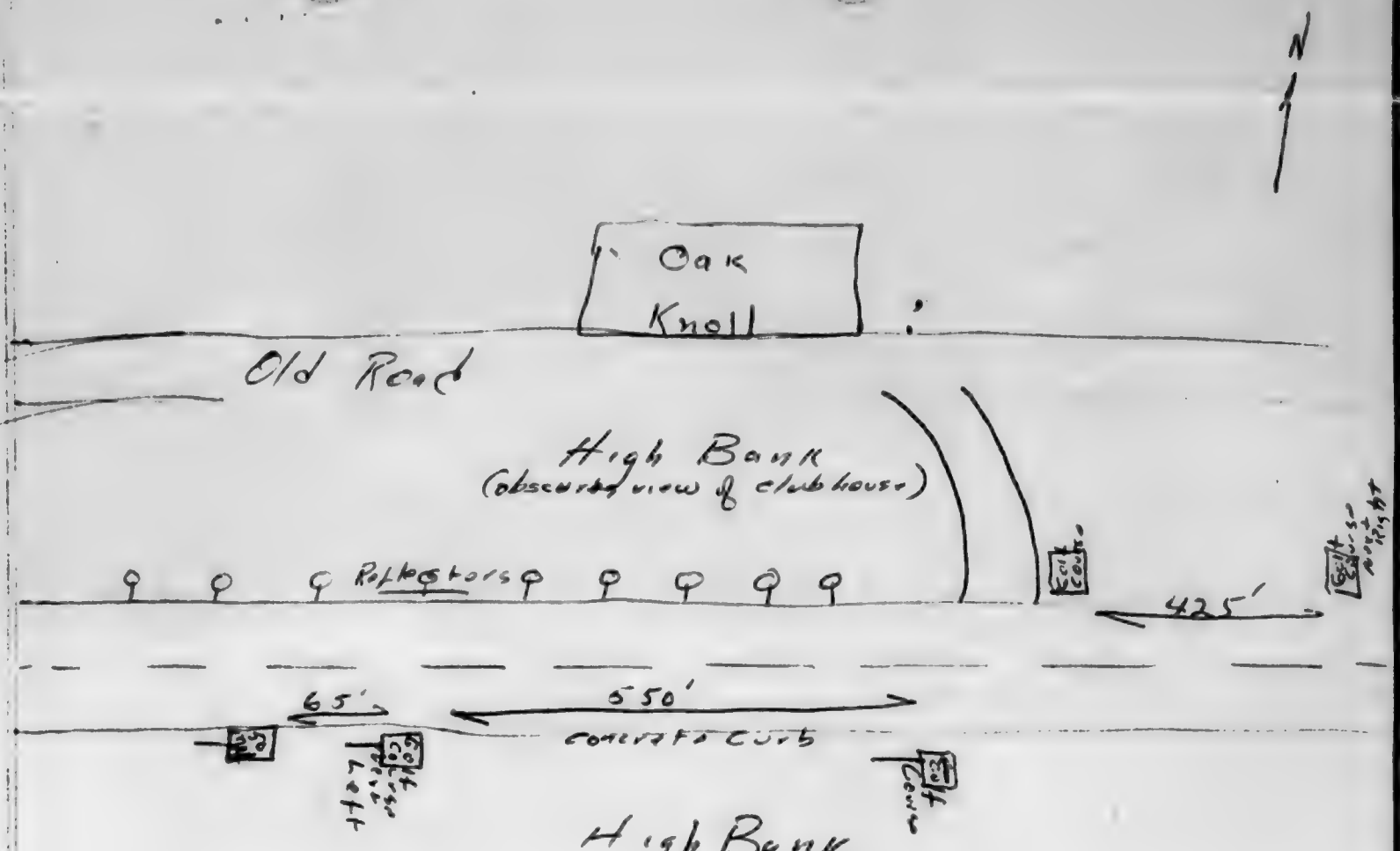
We are hopeful that the Highway Department will take the necessary steps to correct the situation described above to avoid any accident and to facilitate the safe use of this exit. If additional information is desired we will be glad to furnish the same and cooperate in any way possible.

Very truly yours,

Marsh, Marsh, Dashney & Cushing

Willard L. Cushing

WLC:bl



Arnold S. Cushing

OREGON STATE HIGHWAY DIVISION

November 30, 1972

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO: Mr. Willard L. Cushing
Attorney at Law
Marsh, Marsh, Dashney & Cushing
525 E. Fourth Street
McMinnville, OR 97128

RECEIVED
DEC 1 1972
Marsh, Marsh, Dashney & Cushing

FROM: L. E. George

L. E. George
Traffic Engineer

Your letter of November 28, directed to Mr. Leonard Lindas, has been referred to this office.

I wish to advise you that I, personally, will review the traffic situation discussed in the letter, and will contact you in the very near future.

Right Hand lanes to be constructed in summer '13

Oak Knoll
Club House

Parking

Old Road

High Bank -
No View of Club
from new highway

North

Golf Course
West Right

425'

To Ricerall

To Salem

65'

550'

HdW
05

Golf Course

Golf Course

All curbed on S. S. de +
No turn offs

Put
in no passing

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7779

Salem, Oregon
January 25, 1973

SUBJECT: Oak Knoll Golf Course Access
ORE 22

To: Floyd Lacey
Ed Hall

Please cooperate to accomplish the following:

Stripe the entire section of highway from a point westerly of the 35-mile-per-hour curve to the beginning of the four-lane section for no passing in each direction. Please install the necessary NO PASSING signs in conjunction with the striping. Enlarge the two advanced GOLF COURSE NEXT EXIT signs, as well as the two signs at the access point. In addition, move the GOLF COURSE NEXT LEFT sign facing eastbound traffic, westerly to the end of the existing concrete curb.

Please notify me when the above has been completed.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

cc: R. L. Schroeder
Rick Kuehn

NOTED
R. L. SCHROEDER

RECEIVED
JAN 26 1973

7779

Salem, Oregon
January 24, 1973

Mr. J. B. Boyd
Regional Engineer

Oak Knoll Golf Course Access
ORE22

It is recognized that the existing signs, striping, and markings are more than adequate for the subject access. However, upon a personal investigation by Mr. Klaboe and myself, would you please implement the following as soon as possible:

Stripe the entire section of highway from a point westerly of the 35-mile-per-hour curve to the beginning of the four-lane section for no passing in each direction. Please install the necessary NO PASSING signs in conjunction with the striping. Enlarge the two advanced GOLF COURSE NEXT EXIT signs, as well as the two signs at the access point. In addition, move the GOLF COURSE NEXT LEFT sign facing eastbound traffic, westerly to the end of the existing concrete curb.

Please notify me when the above has been completed.

R. L. Schroeder
Assistant State Highway Engineer

RLS:ajw

cc George M. Baldwin
F. B. Klaboe
A. E. Johnson
L. E. George

Memo to George Baldwin

From Bob Oliver

Subject: Oak Knoll Golf Course

On January 17, Willard L. Cushing, an attorney from McMinnville, visited the office. He was representing the interests of the Oak Knoll Golf Course, just west of Salem.

Attached is correspondence in which Mr. Cushing has been engaged between Leonard Lindas and R. L. Schroeder. It concerns posting of additional signs, and perhaps a temporary warning light, at the place where the turn-off to Oak Knoll Club House leaves the new highway being constructed thereby.

When you have a chance to look this over, George, I would appreciate your giving me a ring at 3124 for additional information.

BO:cm

Leo — This is the one Leonard Lindas spoke to you about.

RECEIVED
JAN 23 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
DEC 18 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7779

DATE December 18, 1972

TO MEMORANDUM TO THE FILE

ORIGINAL SIGNED BY
DONALD L. TROUT

FROM Donald L. Trout
Design Office Engineer

SUBJECT Rickreall-Independence Junction Section
Willamina-Salem Highway
Letter of December 13, 1972 concerning
Surface Mining Permits

NOTED
E. S. HUNTER

Mr. Jerry Gray, Department of Geology and Mineral Industries, called today. He said they have three applications from Ray Kizer Construction Company for this job. The applicaitons came from the contractor's main office in Redding, California. One application is apparently for the same source we applied for and the other two applications are for new sources.

Mr. Gray feels the needs of his department have been satisfied.

DLT:jn
cc: E. S. Hunter
A. E. Johnson
C. T. Keasey
J. B. Boyd
E. J. Hall

RECEIVED
DEC 18 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
DEC 1 1972
FOR FILING

111

December 13, 1972

State of Oregon Department of
Geology and Mineral Industries
1069 State Office Building
Portland, Oregon 97201

NOTED
A. E. JOHNSON

Dear Sir:

Ray Kizer Construction Company is the contractor on one of our highway projects. The project is Rickreall-Independence Junction Section of the Willamina-Salem Highway in Polk County

When we offer a material source to a contractor and he accepts it, we make application for the Surface Mining Permit. If the contractor selects sources on his own then it is up to him to get the necessary permits.

On this job we offered one source which the contractor used. Our application for the permit was made in July. In addition to this source the contractor has developed other borrow sources on his own. Our attempts to get him to apply for Surface Mining Permits for these areas have failed. The contractor contends the borrow areas are for farm use as irrigation ponds and no permits are required.

This matter is being called to your attention for a determination of the necessity for permits and a recommendation for appropriate action.

Very truly yours,

Frank L. Hall
Design Engineer
By:

Donald L. Trout
Design Office Engineer

DLT:jn
cc: E. S. Hunter
A. E. Johnson
C. T. Keasey
J. B. Boyd
E. J. Hall

RECEIVED
DEC 14 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
DEC 14 1972
FOR FILING

7779

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 12, 1972

To: Donald L. Trout
Design Office Engineer

SUBJECT: Surface Mining Permits
Rickreall-Independence Jct. Section
Willamina-Salem Highway
Contract No. 7779

FROM: C. T. Keasey
Construction Engineer

Attached is a copy of a Memo report from E. J. Hall, Resident Engineer on the subject project, advising the status of surface mining permit applications from the contractor, Ray Kizer Construction.

Since we have a contractual obligation on all such permits, I suggest that this information be transmitted to the Department of Geology and Mineral Industries for determination of the necessity for the permits, as we discussed by phone.

CTK:fw
Enc.
cc: A. E. Johnson
J. B. Boyd
E. J. Hall

RECEIVED
DEC 12 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

27-1078

FORM E-30 REV 3-65 SP°6470-734

REGION 2 ENGINEER
RECEIVED
NOV 29 1972
RE RCE RME RTE ROE
ULE GEO TA FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 28, 1972

To:

SUBJECT: Rickreall - Independence Jct.
Willamina - Salem Highway
Polk County
Contract No. 7779

MEMO TO THE FILES:

On September 26, 1972, I handed George Blaisdell, Project Superintendent, several copies of "Application for Provisional OPerating Permit, Surface Mining" along with a copy of the pertinent statues and again requested that he get mining permits for his borrow areas.

We have not received notice that he secured these permits so today I asked him again about the matter. He said they had consulted an attorney and it was their opinion that as the borrow areas were for farm use, as irrigation ponds, no permits were required and that they had dropped the matter and intended to do nothing further.

E. J. Hall
Resident Engineer

Routing
Keasey — Pease
Bond — Glenn
Walker — Litchfield
Johnson — Berg
RECEIVED
DEC 1 1972
CONSTRUCTION SECTION

cc: J. B. Boyd

cc C. T. Keasey 12/1/72

RECEIVED
NOV 20 1972
FOR FILING

7779

November 20, 1972

Mr. Roy E. Peterson
2640 5th Street
Salem, Oregon 97303

668

Dear Mr. Peterson:

We were sorry to hear of your November 3 accident at the approach to the Oak Knoll Golf Course. It does take special attention to drive in construction areas. Because of this, we have had the contractor add a barricade at this point.

The contractor on this section is Ray Kizer Company and Hannan Bros. Co., a joint venture, Drawer K, Redding, CA 96001. If you wish to submit a claim for your towing bill, it should be addressed to the contractor as he is responsible for handling traffic under the terms of the contract.

Very truly yours,

F. B. Klaboe
Deputy State Highway Engineer

GW:jc/FBK:1a

bc George N. Baldwin
Tom Edwards
A. E. Johnson
C. T. Keasey
J. B. Boyd

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1972

SUBJECT: Roy E. Peterson Complaint
Rickreall-Independence Jct. Sec.
Assignment 668 AEJ

To: A. E. Johnson
ASST. STATE HIGHWAY ENGINEER

Attached is a rough draft reply to Mr. Roy E. Peterson's November 4 letter wherein he requested payment of a $25 towing bill.

Mr. Peterson had been at the Oak Knoll Golf Course until after dark, approximately 7:45 p.m., the evening of November 3. When he turned left, leaving the Golf Course to return to Salem, he went clear across the highway and turned as though the old highway was four lanes. By then he was onto the new cut slope. Recent rains had made it so slick, his car simply slid sideways, halfway to the bottom. The tracks were still evident when I inspected the site November 10.

Resident Engineer E. J. Hall's November 14 report is also attached. I believe, as Mr. Hall, that the contractor wasn't negligent; rather it was Mr. Peterson. However, we are placing a portable barricade opposite the Oak Knoll Golf Course approach for better delineation.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW/jc

Attachs.

cc: C. T. Keasey
E. J. Hall

RECEIVED
NOV 16 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM S.50 5M 9 65 SP 0470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1972

REGION 2 ENGINEER
RECEIVED
NOV 15 1972
RE RCE RME RTE ROE
ULE GEO TA FILE

To:
Mr. J. E. Boyd
Regional Engineer
EAST SALEM HWY BUILDING

SUBJECT: Assignment #1008
Rickreall - Independence Jct.
Willamina - Salem Highway
Polk County
Contract No. 7779

The area of the roadway referred to in the attached letter from Mr. Peterson was checked by Mr. Wimer and the writer on Friday, November 10th.

Judging from the visible tracks remaining on the slope line, it appears that Mr. Peterson came out of the easterly exit from the Oak Knoll Golf Course parking lot, drove across the westerly and easterly bound lanes of the existing highway, on across a paved shoulder about 8' wide and on to a dirt shoulder about 5' wide. The tracks indicate the car slid part down the approximately 3:1 slope, coming to rest 8 feet or so below the dirt shoulder.

It appears to the writer that Mr. Peterson failed to keep his car under control in that he crossed over the double stripped yellow center line and over the fog line in the eastbound lane and out onto the shoulder before turning easterly.

I do not believe that the contractor or the State Highway Division was negligent in any way, however; we have asked the contractor to place a portable barricade on the dirt shoulder directly across the roadway from both exits from the parking lot.

E. J. Hall
Resident Engineer

Attach.

RECEIVED
NOV 16 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

REFERRED TO
Admin.
BY SECRETARY

Salem Oregon
Nov 4, 1942

Oregon Highway Dept.
Dear Sirs:

I had the experience Friday evening about 7:45 at Oak Knoll Golf Parking Lot on the highway coming out of the main entrance.

I came out and was going by turning east so allowing for one lane I found my self and family to slide off the bank in the new construction matters.

I settled down along side the road and had to be pulled out by Walter Norris an hour later.

I feel that a neglect

a was present that no barricade was present.

The city of Salem is very careful to have barricades set up in places of unknown danger. Now I feel that I should have you or contractor see that I am paid for the towing expense.

REGION 2 ENGINEER
RECEIVED
NOV 9 1972
RE RCE RME RTE RUE
ULE GEO TA FILE

Yours truly
Roy Peterson
2698 - 5th St. NE
Salem, Ore.
97303

P.S. A state police assisted me in traffic direction and telephone for towing.

RECEIVED
NOV 7 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 7 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

AUTHORIZED BY SALEM AUTO DEALERS

WILTSE'S TOWING

1375 Highland Ave. N.E.
BODY WORK & PAINTING
AUTO & TRUCK REPAIRS

Salem, Oregon 97303
24 HR. AUTO, TRUCK &
TOWING SERVICE

CARL
PH. 581-1533

REG. NO. | CASH | CHARGE | DATE 11-3-72

CHARGE TO | PHONE NO.

ADDRESS

TRUCK DRIVER

OWNER'S NAME Ray PeTerson

ADDRESS 2640-52nd St. | PHONE NO. 364-5256

MAKE OF VEHICLE Rambler | YEAR 1965 | BODY TYPE 4-D | LICENSE NO. & STATE JBJ-558

LABOR AT LOCATION	Winch From Ditch	
TOWED FROM	Oak Knoll Golf Course	
END ← ODOMETER READING		
START ← ODOMETER READING		
MILES	O.D.-L. 433884	25 00
TOWED TO		
STORAGE AT		
RETOWED		
FUSEES		
OUTSIDE LABOR		
OTHER CHARGES		
3212	Thank You	TOTAL

PAYMENT RECEIVED BY

PROPERTY LEFT AFTER 90 DAYS WILL BE DISPOSED OF.

RECEIVED
NOV 6 - 1972
FOR FILING

7779

Salem, Oregon
November 3, 1972

C. T. Keasey
Construction Engineer

Rickreall-Independence
Junction Section
Willamina-Salem Highway
Contract No. 7779

Attention John Bond

Reference is made to your October 16 letter concerning any obligation of the contractor arising from his not taking the minimum royalty quantity of borrow material from the State-furnished source.

Since we did not make this a mandatory source and since we have approved the use of other private borrow sources, I agree that we are not in a position to recover any of the royalty payments from the contractor.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 16, 1972

To: A. E. Johnson
Assistant State Highway Engineer

SUBJECT: Rickreall-Independence Junction
Contract No. 7779

FROM: John A. Bond
Construction Administration Engineer

The question has arisen as to whether the contractor has a financial obligation to the State arising from his not taking the minimum royalty quantity of borrow material from the State-furnished source. The State made a guarantee to the owner of the borrow source of a $30,000 lump sum minimum which I understand was based on 375,000 cubic yards at 8 cents per cubic yard. This was also back when it was intended to be a mandatory source. (A late change to prospective was made at the request of FHWA). The contract borrow excavation bid quantity is 550,000 cubic yards.

By using four other private sources not set forth in the contract, the contractor is expected to use only about 150,000 cubic yards from the State source. This 150,000 cubic yards at 8 cents per cubic yard has a value of $12,000 leaving a gap of $18,000 which the State will have paid the owner but for which no material was taken.

Section 106.04 of the Standard Specifications includes the statement (last sentence of the second paragraph) "The contractor shall reimburse the State for any costs which the State incurs in making available to the contractor any source which the contractors has given notice of his election to use but which he does not actually use on the project." The contractor did in fact use the State source.

The $30,000 figure and the 8 cents per yard figure are not set forth in the special provisions. They are set forth in a July 10, 1972 letter from the Resident Engineer to the contractor along with a specific reference to the above quoted specifications. Subsequently under date of July 18, 1972, the contractor wrote that he intended to use the State source. Three subsequent letters to the contractor approving the use of the other private borrow sources did not re-state the reference to 106.04 or any further warning about possible unused royalty value.

The State is getting the new embankments built but with contractor material exchanged for part of the State's material. It costs the State a $30,000 minimum either way as

SP°52478-734

the special provisions do not flow through the royalty payment to the contractor. It is our conclusion that we are not in a good position to try to recover our $18,000 from the contractor assuming there are no complications on the final appearance of the borrow or some unforeseen problem arising from taking only the reduced quantity. We propose to advise the Region to drop the subject. What is your advice?

JAB:fw
Enc.

RECEIVED
OCT 16 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

R

in a neat, unfouled condition and, if necessary for compatibility to the surrounding terrain, slopes of gravel deposits shall be covered with native soil and a vegetative cover that will blend with adjacent natural growth established thereon, all at the contractor's expense.

(e) The contractor obtains consent in writing from the owners of the properties to perform the work listed in (a), (b), (c) and (d) above, in conformance with subsection 106.05.

106.03 Furnishing Material from Outside Sources - Prospective sources of borrow materials which may warrant investigation and consideration for use by the contractor on this project may include, but are not necessarily limited to, the following:

A State-controlled source located south of and adjacent to the Willamina-Salem Highway at approximately M.P. 13.0. If the contractor elects to use this source, the following restrictions shall apply:

1. Unless otherwise directed by the engineer, access to the source will be permitted at one location only, at approximate Station 708+00.

2. Materials shall be removed from the source in strips approximately 200 feet wide and paralleling the highway. Each strip shall be completely removed to grade (as determined by the engineer) prior to starting excavation of the succeeding strip.

3. Prior to excavating roadbed embankment materials from the borrow source, topsoil shall be excavated from areas and to depth directed by the engineer, and stockpiled at the site. After removal of borrow excavation the contractor shall place a 12-inch layer of this material over the exposed surface as indicated on the plans. The soil shall be spread accurately and smoothly over the areas to the grades and slopes indicated on the plans or directed by the engineer, by means of that will prevent compaction of the material, insofar as practicable.

Regardless of the borrow source the contractor elects to use, the following hauling restriction shall apply:

No hauling of borrow materials will be permitted on the Willamina-Salem and the Pacific West Highways between 6:00 p.m. Friday (or the day preceding a holiday) and 2:00 a.m. Monday (or the day following the holiday).

106.13 Field Laboratory - A field laboratory building will be required on this project.

1. The contractor will furnish, at his own expense, an amount of suitable roadbed embankment material equal to the amount of material used as topsoil.

2. That there will be no separate payment made under these provisions for selecting or hauling of materials used as topsoil or for hauling of materials furnished by the contractor for replacement of such materials.

203.12 Borrow - Borrow material shall be furnished by the contractor from such source or sources he may elect. The contractor will be permitted to furnish borrow materials from the State-controlled property described in subsection 106.03 provided the excavation of the materials and replacement of the topsoil is done as set forth therein.

The contractor shall furnish the engineer with all information required to enable the engineer to take cross sections of the borrow source the contractor elects to use. Such information shall be furnished to the engineer at least 10 days prior to start of excavation in the borrow area. Upon completion of excavation, the area shall be left in a condition which will permit accurate taking of cross sections of the area for computation of pay excavation.

SECTION 205 - OVERHAUL

Overhaul shall be performed in conformance with Section 205 of the Standard Specifications.

SECTION 206 - TRENCH EXCAVATION FOR CONDUITS AND MINOR STRUCTURES

Trench excavation shall be performed in conformance with Section 206 of the Standard Specifications.

SECTION 222 - FINISHING ROADBED AND SLOPES

Finishing roadbed and slopes shall be performed in conformance with Section 222 of the Standard Specifications.

Form A-[illegible] (Rev 8-70)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7779

Order No. 14-7-32-2

Section Rickreall - Independence Jct. Date September 5, 1972

Highway Willamina - Salem F.A.P. No. EHS-F-RF-325(7)

County Polk Prefix 27-1078 Account No. 252-03

Description of Work To Be Done:

Repair highway haul road.
Presume work to be done by State forces.

Location by Station Numbers:

693 - 817, Coast Highway

Estimate of Quantities and Costs:

500 tons of asphaltic concrete @ $10.00 per ton = $5,000.00

Explanation:

Funds provided in project authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 3,955,892.06
Present estimate of project cost, including $ 5,000.00 for work under this order	$ 3,955,892.06
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: E. J. Hall, Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: for: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

SP [illegible]

OSHD (Johnson)
Region
Wash DC
LC FOR FILING

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

XX

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

ch

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
		Marion	

DATE OF INSPECTION 7779	INSPECTION MADE Earl, Area Engineer	PROJECT NO. RF-325(7)
CONTRACTOR, COMPANY, OR AGENCY Resident Engineer		

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

Is Copied by Bridge 10-26-72

RICKREALL-INDEPENDENCE JUNCTION SECTION
WILLAMINA-SALEM HIGHWAY
Grading, Paving, Structures, Signing & Illumination

NOTED
A. E. JOHNSON

This inspection is a project stage inspection of the administration and construction of the grading work on the project.

COPY SENT
OCT 25 1972
REGIONAL OFFICE

RECEIVED
STATE HWY ENGR
OCT 26 '72
REFER TO
FOR
Info | ives | RID | DIR | Sign | Act

1. Work Completed

Clearing	90% Complete
Drainage	50%
Grading	70%
Paving	1%
Structures:	
Bridge 351A	50%
Bridge 9872	11%
Equipment underpass	100%

2. Work in Progress

The contractor is hauling borrow excavation from the Garrett and Bice properties to Sta 905 to 919. The contractor is placing lime both on the west and east end of the project. He is also finishing the subgrade on the west end of the project in preparation for placement of the lime and placing riprap on the bridge ends. The bridge crew is setting falsework for bent 2 cap at Bridge 9872.

10-26-72 Johnson to Young

3. Comments

The grading work on this project has been set up under two items: (1) A general excavation item consisting of approximately 168,000 CY and (2) borrow excavation at approximately 550,000 CY. The general excavation item of work is located primarily on the easterly end of the project. The remainder of the material for the rest of the project is to be obtained from borrow sources. The State has one controlled source located south of and adjacent to the Willamina-Salem Highway at approximately MP 13.0. The contract is also set up for borrow material to be furnished by the contractor to be obtained from source or sources that he may elect. The contractor chose to obtain a portion of the material from the State owned source as listed above. The remainder of the material was obtained from four individual sources located in the vicinity of the project. There was one source from

(more)

the Fast property, two from the Johnson's property and one source from the Bice property.

The contractor is nearing completion of the grading work on the project and if weather conditions prevail it appears that all the material from the borrow sources will be placed on the project. Finishing may be delayed again depending on the weather conditions. The grading work commenced in August and should be completed by the end of October. Approximately 410,000 yds of borrow material has been moved to date with approximately 115,000 yds of general excavation moved.

The normal compaction requirements have been established on this project. A review of the results of the tests taken for compaction indicate that the required compaction has been met. Records show that when an area is not up to the required compaction, rerolling has been required and the area again tested. These tests show that the recompaction has brought these areas up to the specification requirements.

The areas around the wingwalls of the equipment pass are in need of compaction. The Resident Engineer has already notified the contractor that additional compacting will be required in these areas. Much of the material from the State listed source contains a large portion of rock in which compaction cannot be measured by the standard method. Therefore visual observations were made and these are documented in the project files. The project has also been set up for lime treated subbase. The contract called for 275,000 sq yds of this treatment. The work was to be done in conformance with Section 307 of the Standard Specifications. It was found however that the Department of Environmental Quality was not in favor of placing the normal hydrated lime on the project and requested some change. It was found that slack lime could be utilized on the project and dust problems of the hydrated lime was eliminated. Therefore a price agreement was established covering this change at no additional cost to the project. This work is being performed at the present time and the work is being satisfactorily performed and records show that the material meets the required specifications.

Due to the time of year and the type of material encountered in the subgrade additional mixing has been required in many areas of the project in order to meet the size requirements of the material. Satisfactory results are being obtained by one or two additional passes made by the mixer.

4. Conclusions

The administration and field control of the grading work on this project is considered satisfactory and no follow up review is considered as necessary.

RECEIVED
OCT 1[illegible] 72

FOR FILING

OREGON STATE HIGHWAY DIVISION

7779

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
Federal Highway Administration
ORIGINAL SIGNED BY
R. D. ASBURRY

DATE October 12, 1972

FROM L. H. Young
Programing Engineer

Federal-aid Project
No. EIS-F-RF-325(7)

SUBJECT Request Change Order Approval

Contract 7779, State Force Order No. 3

Project Rickreall-Independence Jct.

Highway Willamina-Salem

County Polk

The Order covers repair of the highway haul road. Three areas have developed cracks and are settling. Repair of these areas is necessary to stop further damage. This work was anticipated.

This work conforms to the requirements of PPM 21-6.2 as required for Federal participation. The estimated total cost for work to be done under this order is $5,000 with Federal participation of $3,000. Reimbursement on an actual cost basis is requested.

Attached are copies of letters from the Regional Construction Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on September 1, 1972.

Your approval as of September 1, 1972 is requested.

Attach.

JKied

RECEIVED
OCT 16 1972
FOR FILING

RECEIVED
STATE HWY ENGR
OCT 12 72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7777

October 11, 1972

TO: G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM: ORIGINAL SIGNED JOHN R. OAKES
John R. Oakes, Assistant R/W Engineer

NOTED F. B. KLABOE

SUBJECT: File 43229 - Slevkoff
Rickreall-Independence Jct.; Willamina-Salem Highway; Polk County;
Const. Project EHS-F-RF-325(7)

The original and two copies of an "Information for Grant or Indenture of Access" form are enclosed for your approval. Information on this form is based upon a request from the State for the indicated revision in the access control.

This property is located about 2.1 miles east of Pacific Highway west at Rickreall. Access control was purchased in 1972.

The State has requested this indenture to preserve three large oak trees on the right-of-way.

Our engineers have checked this revision and find that it will not affect the safety and use of the highway.

JRO:ha
attachment
cc Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
W. H. Haskin
M. R. Mitchell

7779 Rickreall-Indep. Jct. Sec. of the Willamina-Salem Hwy. west of Salem (Grad.,pav.,struct.,ill.,sig.,signs) #1 1972

RR 686 - 8|12|70 - 5|16|72
AAF 504 - 3|19|70

RECEIVED
AUG 30 1972
FOR FILING

1779

August 29, 1972
Salem, Oregon

Mr. D. N. Harwell
County-City

B U I L D I N G

Please pursue with Polk County their acceptance of a bicycle route designation on the old highway alignment westerly of the Oak Knoll Golf Course. We would be agreeable to striping and sign erection as they might require.

With regard to the crossing of the new highway facility near the Golf Course, we have deferred the construction of an overcrossing structure pending our observation of bike use. If the bike use warrants construction of a separation in the future, we will consider an overcrossing at that time.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: F. B. Klaboe
Victor D. Wolfe

cc: F. B. Klaboe
Victor D. Wolfe

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
August 25, 1972

To: Mr. E. S. Hunter
Assistant State Highway Engineer

B U I L D I N G

SUBJECT: Bicycle Facility
Rickreall-Independence Jct. and
Independence Jct.-West Salem Sects.
Willamina-Salem Hwy. #30
Polk County and City of Salem

failed also to be included in newspaper. Willa-Sim

For informational purposes, under dated of June 28, 1972, I sent to the Polk County Board of Commissioners plans for the proposed bikeway facility between Independence Junction and West Salem.

It was decided by you and Mr. Klaboe that we would retain this facility for State maintenance. On August 23, 1972 revised plans were referred to this office indicating an extension of this facility into the City of Salem at a terminus near the Wallace Road-Edgewater Street Intersection, with a request that we contact the City of Salem for consideration to assume the maintenance of the portion within the City upon completion of construction by State. On August 24, 1972 Mr. Victor Wolfe informed me that a suggestion had been submitted for your consideration that we do not construct this facility northeasterly of the Southern Pacific Transportation Company's railroad grade crossing.

This office will make no further attempt to contact either the City of Salem or Polk County until we hear from you or Mr. Wolfe.

The other bicycle facility under consideration was subject of a letter to the Polk County Board of Commissioners on August 2, 1972 relative to the Rickreall-Independence Junction Section requesting the County's concurrence of State's erection of signing designating a portion of the old alignment westerly of the Oak Knoll Golf Course as a part of the bikeway system. County replied on August 22 (letter attached) that they would appreciate additional information as to our intent to improve the old facility for use as a bicycle facility in conjunction with vehicular traffic. It appears that possibly a double stripe on the shoulder would suffice if the shoulder has ample width.

A further concern is the crossing of the new facility westerly of the Golf Course by bicycle traffic.

Please review the foregoing and let me know what further action you desire on these matters.

RECEIVED
AUG 25 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

H. S. Cox
County and City Engineer

NOTED
E. S. HUNTER

By D. N. Harwell. ljt

D. N. Harwell
Assistant Engineer

DNH:ljt
Att.

Bike Trail
Hwy 30, Polk

Polk County Board of Commissioners

CLINTON D. FORBES
Chairman
H. B. HILDEBRAND
Commissioner
CLIFFORD R. JONES
Commissioner

Telephone 623-8171
Extension 44

Room 12
County Court House
DALLAS, OREGON 97338

August 22, 1972

D. N. Harwell
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Harwell:

In reference to your request in regard to Bicycle Facilities as proposed in your letter dated August 2, 1972, the Board feels that it should be better informed as to the intent before signing the agreement.

It is our belief that due to the now existing commercial businesses located on this section of highway #22, there will always be a considerable amount of heavy traffic using this road, therefore we are concerned and curious as to what you have planned.

We would appreciate any additional information that is available at this time.

Sincerely,

POLK COUNTY BOARD OF COMMISSIONERS

Clinton D. Forbes

Clinton D. Forbes, Chairman

RECEIVED
COUNTY & CITY SECTION
AUG 24 1972
☑ Engr. ☑ Oper. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ PPE ☐

FORM FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7779

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: L. L. Wallace, Bridge Design Engineer

DATE: August 21, 1972

In reply refer to: 10-35-DB

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EHS-F-RF-325(7)
Rickreall - Independence Junction Section
Willamina - Salem Highway

Your letter of August 17 answers our informal request for information concerning the signing on the above mentioned project.

As your changeover date to conform to the new MUTCD manual followed the bid opening date, we suggest the signs in question be revised; and participation will be granted in changing the "Two Way Traffic," "Merging Traffic," and "Signal Ahead" signs.

We concur that the "Do Not Enter" signs are more appropriate in this case as the placement of "Keep Right" signs in a painted median are always subject to damage.

The oversized signs are justified in accordance with your comments of the traffic speeds in this area.

NOTED
A. E. JOHNSON
8-23-72

RECEIVED
STATE HWY ENGR
AUG 23 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 22 1972
FOR FILING

McGinley

DEPARTMENT OF JUSTICE

Memorandum

TO: File

7777

DATE: August 18, 1972

FROM: Jack L. Sollis

NOTED
F. B. KLABOE

SUBJECT: Independence Junction - Rickreall Line

The following three cases were tried in Polk County on the Independence Junction-Rickreall Line, and the following summary indicates the offers, verdicts, and general cost per acre of the land.

The first file is L-6529 - Stewart, in which the taking consisted of 4.1 acres, the offer was $3,000, the verdict was $9,530, with $2,400 in attorney fees being allowed. The cost per acre for the land, which would include the land, fencing, the cost of readjusting the tile and any damages is $2,324, per acre.

The next file is L-6520 - Johnson, in which the taking consisted of 6.68 acres, the offer was $3,600, the verdict was $15,431.60, there were $4,000 in attorney fees awarded in the case. The cost per acre in this case was $2,325.

The next case is L-6530 - Vilwook, in this case the offer was $5,500 for 10.4 acres and the verdict was $22,000 with $7,500 attorney fees. The cost per acre in this case was $2,115.

The main deficiency in my opinion in these three cases was the fact that there was the relocation and readjustment of tiling involved in all three cases, none of which was taken into consideration in the appraisals or an amount added to the appraisals to allow for this, and this was a very large factor in the Vilwook case, as the entire field was extensively tiled.

Another factor involved was the item of fencing, and the Oregon law does allow as an item of damage to the remaining land the cost of constructing a fence along the highway. Whether or not there was a fence around the entire field in the before situation or not. The right-of-way division's insistence that they will not provide a fencing allowance unless the farm or the pasture being bi-sected by the highway is completely fenced does not seem to me to be realistic. While they may not wish to provide a fencing allowance during the period of negotiation, if the matter is going to condemnation I think that a fencing allowance should be included inasmuch as the other side will bring it up in the trial and there is no question that this is an item that the jury can consider.

It is clear from the verdict in these three cases that the item of fencing was given consideration by the jury and an amount was given to the defendants to compensate them for the cost of fencing. The appraisals by the State were at a generally uniform figure of $550 per acre with no damages to the remainder, and in all three cases, no fencing allowance provided.

From a result of the verdicts, it is obvious that the appraisals by the State were not accepted by the jurys and that they felt there were damages to the property, and that the owners were entitled to money for adjusting their tiling and for fencing the right-of-way. Two of these cases were tried in Polk County and one was tried in Multnomah County.

JLS:am

Safe

7779

Salem, Oregon
August 18, 1972

Contract No. 7779
Ray Kiser Construction Co.

Mr. V. E. Skoog
Attn: Clare Palmer
Mr. C. T. Keasey
Attn: John Bond
Mr. L. H. Young
Attn: Vince Gallagher

Attached are copies of a letter and two receipts from the State Treasurer advising of the receipt of Time Certificates of Deposit in the amount of $100,000 each from Ray Kiser Construction Company in lieu of retainage on Contract No. 7779.

We have retained copies for the Files (filed under Contract No.) and in our office under the name of the contractor.

Floyd Query, Secretary

fkm
Att.

State of Oregon

Treasury Department
Salem 97310

ROBERT W. STRAUB
State Treasurer

Aug. 16, 1972

Ray Kizer Construction Company
Drawer "K"
Redding, California 96001

Attention: Mr Ralph F. Hower, office Mgr.

Gentlemen:

Per instructions from the Department of Transportation, State Highway Division, we are enclosing safekeeping receipts Nos. 473 and 474 dated Aug. 16, 1972 in the amounts of $100,000.00 each, Time Certificate of deposits First National Bank of Oregon, Portland, Oregon main branch dated Aug. 8, 1972.

These Time Certificate of deposits are in lieu of retainage on State Highway Contract No. 7779.

Very truly yours,

ROBERT W. STRAUB, State Treasurer

By

Merle Crowe, Cashier

MC: kf
ENCL.

cc: Floyd Query, State Highway
cc: Mr. Ford E. Watkins, First National Bank

RECEIVED
AUG 17 1972
OREGON
STATE HIGHWAY COMMISSION

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT **№ 474**

Received for Account of Ray Kizer Construction Company

Date August 16, 1972

Address Drawer K Redding, California

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit 5.00% until Nov. 5, 1972 and at the rate of 5.375 thereafter First National Bank of Oregon, Main Branch Dated Aug. 8, 1972 Due Aug 8, 1974	141811	1	100,000				100,000.00
							100,000.00

Purpose of Deposit In Lieu of retainage on State Highway Contract 7779 Project #12

Authority Chapter 746 O.L. 1971

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 473

SAFEKEEPING RECEIPT

Received for Account of Ray Kizer Construction Company

Date August 16, 1972

Address Drawer K Redding, California

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit 4.75 ... March 8, 1973 and 5.375 ... thereafter First National Bank of Oregon Main Branch Dated August 8, 1972 Due Aug. 8, 1974	141810	1	100,000				100,000.00
							100,000.00

Purpose of Deposit In Lieu of retainage on State Highway Contract 7779 Project #12

Authority Chapter 746 O.L. 1971

Countersigned by [signature] Deputy Cashier

[signature]
State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
AUG 21 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7779

TO Glen L. Green, Acting
XXXXXXXXXXXXXX
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300 Attn: Paul Riedl
Salem, Oregon 97308

DATE August 17, 1972

FROM George M. Baldwin
Administrator of Highways
By L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

NOTED
A. E. JOHNSON

SUBJECT Oregon Project EHS-F-RF-325(7)
P.S.&E. Review Signing
Rickreall-Independence Jct. Sec.
Willamina-Salem Highway
Polk County
Contract No. 7779

Pursuant to Mr. Riedl's request for information for reply to Memorandum 10-00.333, we submit the following:

Control signs indicated on the above project do not conform to the new MUTCD manual because the plans were prepared and bids opened prior to the July bid opening. change-over to compliance with same.

We would point out that, in addition to the "Two Way Traffic" sign noted, the "Merging Traffic" and "Signal Ahead" signs do not comply for the previously stated reason.

The "oversized" "Do Not Pass" and "Pass with Care" signs were used because traffic from the coast and from Dallas tends to be high speed and we feel greater legibility is not only justified but necessary.

The Resident Engineer has been requested to hold fabrication of the control signs in question until resolution of the inquiry from your Regional office is completed.

In view of your desire to change the "Two Way Traffic" signs to comply with the new manual, we also request your participation in changing the "Merging Traffic" and "Signal Ahead" signs.

The "Do Not Enter" signs will do the job and eliminate the placement of "Keep Right" signs in a painted median area which would be vulnerable to damage.

WGB-LLW/jc

cc: A. E. Johnson
R. L. Schroeder
V. E. Skoog
H. L. Young

RECEIVED
AUG 18 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FIRST NATIONAL BANK OF OREGON

HEAD OFFICE, PORTLAND, OREGON . CABLE "MULTNOMAH"

7779

August 11, 1972

CERTIFIED MAIL

C
O
D
P
Y

Mr. Ralph Antico
Office of the Oregon State Treasurer
Salem, Oregon 97301

Dear Mr. Antico:

Enclosed are two Time Certificates of Deposit for $100,000.00 each issued to and endorsed by Ray Kizer Construction Company to the order of the Oregon State Treasurer.

These Certificates are to be held as security in lieu of retainage on Oregon State Highway Contract No. 7779 on Project 12 of the Rickreall Independence Junction Section of the Willamina-Salem Highway. The contractor is Ray Kizer Construction Company and Hannan Bros.

Please acknowledge receipt to Ralph F. Hower, Office Manager of Ray Kizer Construction Company at Drawer "K", Redding, California 96001, with copy to the undersigned.

Cordially,

Ford E. Watkins
Vice President

FEW:gh
Enclosures: TCD #141810
TCD # 141811

CC: William Tison, Resident Engineer
H. S. Coulter, Construction Engineer
✓ Floyd Query, Secretary
All addressed to: Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Ray Kizer
Ralph F. Hower

NOTED
FLOYD QUERY

RECEIVED
AUG 1
STATE HIGHWAY DIVISION

CORRES-57 2-1-64

RECEIVED
AUG 11 1972
FOR FILING

7779

August 10, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. BRS-F-RF-325(7)

FROM George H. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programming Engineer

SUBJECT Request Change Order Approval

Contract 7779 Extra Work Order No. 2

Project Rickreall-Independance Jct.

Highway Willamina-Salem

County Polk

This order covers the cost to adjust an existing irrigation line located within the construction area of this project. This line must be adjusted to allow satisfactory completion of this contract.

The work under this order was tentatively approved by the Federal Highway Administration District Engineer July 14, 1972.

Your approval as of July 14, 1972 is requested.

Attachments

RDW:js

RECEIVED
AUG 1 1972
FOR FILE

7779

August 10, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. EHS-P-RF-325(7)

FROM George H. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
By R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7779 Extra Work Order No. 1

Project Rickreall-Independence Jct.

Highway Willamina-Salem

County Polk

This order covers the cost of reconstruction of an existing field drain tile system disturbed by construction of this project.

This work was tentatively approved by the Federal Highway Administration District Engineer July 14, 1972.

Your approval as of July 14, 1972 is requested.

Attachments

RHW:js

FORM PR-33A (REV. 3-68)

cc: OSHD (A E Johnson)
Region
FOR FILE Wash DC

8-10-72

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

INITIAL INSPECTION REPORT

(Check appropriate box) XX Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	77791	Polk	Oregon
Date of Inspection	**Inspection Made By**		**Project No.**
8-10-72	P. V. Riedl, Area Engineer		EHS-F-RF-325(7)

In Company With
Ed Hall, Resident Engineer, OSHD.

cc Boone 9-31-72

COPY SENT

Location
Rickreall-Independence Jct. Sec. 5 miles west of Salem

AUG 25 1972

REGIONAL OFFICE

Contractor Name and Address
Ray Kizer Constr. Co., Hannon Bros., Redding (Drawerk), California

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
6-30-72	$3,345,448.50	A-220 cal.days B-575 cal. days	7-21-72	7-25-72
Quality of Work	**Progress of Work**	**Time Elapsed**	**Work Completed**	
Satisfactory	Satisfactory	A-9 B-5 %	2	

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Grading Paving Structures Signing Illumination	6203	5.10	15"	15"	84'

STRUCTURES OVER 20-FOOT SPAN

NOTED A. E. J...

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Concrete slab	X020	0.023
Prestressed Concrete	X181	0.035

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

NOTED TOM EDWARDS

RICKREALL-INDEPENDENCE JCT.
WILLAMINA-SALEM HIGHWAY
Grading, Paving, Structures, Signing, and Illumination

This project is located on the Salem to Willamina highway starting approximately 5 miles west of Salem and extending approximately 5 miles westerly of the Rickreall Junction.

The project consists of highway roadbed grading, lime-treated subgrade, treated base and asphalt concrete pavement, construction of two structures, signs, illumination, and traffic signals.

8-28-72 Johnson cy ltr dtd

1. Completed Work

Clearing and grubbing 30% complete. Grading 2% complete.

2. Work in Progress

The labor crew is working on the railroad crossing. Grading underway at the westerly end of the project and hauling borrow material from State borrow source to westerly end of the project.

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

3. Comments

The preconstruction conference was held at the Region 2 office in Salem covering the details of this project. The utility problems, contractor's schedule, contract administration, safety, subcontracting, and other pertinent items concerning the work on this project were reviewed. This meeting was held on July 13, 1972.

A number of contractor's subcontractors were at this meeting; and it is now apparent that the F. H. McEwen Construction Company will perform the surfacing on the project and Babler Bros. will perform the paving. The contractor's overall plan is to perform as much of the grading as possible on the project this season. Weather conditions will be the controlling factor for this item of work.

The bridge contractor intends to start as soon as possible; however, he plans to wait until access to the structure site has been accomplished. Crushing will commence as soon as possible for the surfacing of the project, and the subcontractor's intent is to obtain the material from a gravel bar on the Willamette River. Babler Bros. indicated that they would be available anytime the grade was ready for paving. It appears, at this time, that paving will not start until next year.

The utility work is underway at the present time, and should not create any major problems with the grading operations. The contractor indicated that he intended to find a borrow source close to the project, and he was in the process of making arrangements with the property owner. However, he was advised that obtaining a permit from the County to work in that area could present a problem. After dealing with the property owner and obtaining the rights to utilize the material, the Polk County Commissioners indicated that it would take approximately 90 days to approve a permit. Therefore, the contractor decided to move into the State-operated source located west of the Willamina-Salem Highway at approximately MP 13. The contractor is presently working in this source, and it appears that the material will be satisfactory as an embankment-placed material.

The traffic signing is now up and appears to be adequate for directing traffic through the construction work. Traffic control, however, is still subject to review. If additional control is necessary, this will be included in the traffic direction work on the project.

The necessary posters are located now on the bulletin board in the contractor's trailer house. It was recommended that these be posted outside of the trailer where all personnel can view them.

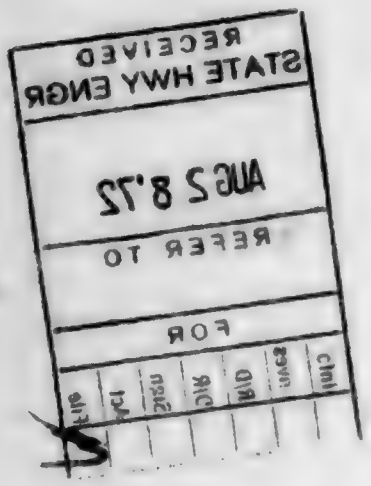
The structure contractor, Hannon Bros., is starting work on the project and is presently working on forms at the equipment pass at Sta. 919+12.

(more)

Five extra work orders are in the process of being submitted and are: (1) reconstruction of field drain tiles for $1,000; (2) adjustment of the irrigation line for $1,500; (3) for flagging, $10,000; (4) temporary erosion control for $4,000; and (5) on-the-job trainees, $10,400.

The equal opportunity officer is Mr. L. Kinney. The necessary EEO forms have been submitted by the contractor.

At the present time there are two teamstar trainees on the project, one operating-engineer trainee, and one laborer trainee assigned to the project.



RECEIVED
AUG 9 - 1972
FOR FILING

FORM S-30 (REV. 10-69)

7779

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August 1, 1972
Salem, Oregon

To: Memo to the Files

SUBJECT: Crossing structure for bicycles
Rickreall-Independence Junction
Section

We have discussed the possibility of placing a crossing structure for bicycles either over or under the Rickreall-Independence Junction Section in the vicinity of the Oak Knoll Golf Course.

It was decided that a long undercrossing structure would be undesirable from the standpoint of safety to the users. Experience to date does not provide enough information with which to project future bicycle usage. If usage does indicate the need for a crossing structure, an overcrossing can be built in the future to accommodate this need; therefore, no crossing facility will be provided on the current project.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: F. B. Klaboe
Frank Hall
V. D. Wolfe
J. B. Boyd

RECEIVED
JUL 17 1972
FOR FILING

7779

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 11, 1972

TO Mr. C. T. Keasey
Construction Engineer

FROM Frank L. Hall
Design Engineer

SUBJECT Rickreall-Independence Junction Section
Contract No. 7779
Footpaths and Bicycle Paths

The following items are chargeable to footpaths and bicycle trails on the subject project.

Item No.	Item	Unit	Quantity	Contract Price	Total
55	Concrete Walks	Sq.yd.	7,700	$6.00	$46,200

NOTED
F. B. KLABOE

CGS:jn
cc: F. B. Klaboe
V. E. Skoog
Jim McClure
C. G. Swenson

JUL 13 1972

RECEIVED
JUL 11 1972
FOR FILING

7779

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

IN REPLY PLEASE REFER TO

June 30, 1972

GMO 73018
0-0-69-1

NOTED
A. E. JOHNSON

Routing

Keasey — RECEIVED — Peate
Bond — Glenn
Walker — JUL 5 1972 — Litchfield
Johnsen — CONSTRUCTION SECTION — Berg

Mr. George M. Baldwin
Administrator of Highways
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Your letter June 9, regarding Rickreall-Independence Junction Section, Willamina-Salem Highway, proposed Derry overcrossing.

We find your plans and specifications submitted with your letter to be satisfactory.

Yours truly,

A W Kilborn

COPIES TO:

G L GREEN
F B KLABOE
A E JOHNSON
W J HART
F L HALL
L H YOUNG
J B BOYD
E J HALL
J W VALENTINE

Received 7-5-72

11171

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
6-113 6-114	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 6-30-72	Oregon
PROJECT REPORT NO. 4		COUNTY Polk
		PROJECT NO. EHS-RF-F-325(7)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 22 0.6 mile west of Rickreall, east 5.10 miles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-26-72	5.10
OTHER *(Specify)*		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,735,432	1,154,713 Rur. Prim. $ 1,219,526 Prim.

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Dunk

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
(Division Engineer)

Acting
G. L. Green

Date executed by Division Engineer JUN 30 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 30, 1972

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT Project No. EHS-RF-F-325(7)
Rickreall-Independence Jct. Section

We are forwarding four copies each of a project agreement estimate and project agreement for the subject project. Two copies of the project agreement have been signed by a Highway official.

DAR:bb

Oregon State Highway Division

Federal-Aid Project
No. EHS-RF-F-325(7)

RICKREALL-INDEPENDENCE JCT. SECTION

WILLAMINA-SALEM HIGHWAY IN POLK COUNTY

Salem, Oregon, June 30, 1972

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 831+97.68 to Sta. 1101+00)

Mobilization	All Required		$ 200,000.00
Furnish Field Laboratory Building	1 only	1,500.00	1,500.00
Temporary Protection and Direction of Traffic	All Required		76,000.00
Clearing and Grubbing	All Required		20,000.00
Removal of Structures and Obstructions	All Required		15,000.00
Ditch Excavation	10,900 cu.yd.	1.00	10,900.00
Embankment Foundation Excavation	550 cu.yd.	2.00	1,100.00
General Excavation	168,000 cu.yd.	0.60	100,800.00
Borrow Excavation	550,000 cu.yd.	0.95	522,500.00
Overhaul	17,400 C-yd.sta.	0.25	4,350.00
Trench Excavation	5,400 cu.yd.	5.00	27,000.00
Finishing Roadbed and Slopes	All Required		5,000.00
Obliteration of Roadway	22,800 sq.yd.	0.25	5,700.00
Furnishing and Placing Topsoil	900 cu.yd.	2.50	2,250.00
Watering	8,330 M-gal.	3.00	24,990.00
1" - 0 Aggregate Base	25,000 ton	3.00	75,000.00
Lime Treated Subgrade	275,000 sq.yd.	0.40	110,000.00
Lime for Treated Subgrade	3,100 ton	40.00	124,000.00
Treated Base Mixture	129,000 ton	3.50	451,500.00
Cement in Treated Base Mixture	7,100 ton	31.10	220,810.00
Class "B" Asphalt Concrete Mixture	63,000 ton	6.25	393,750.00
Asphalt Cement in Mixture	4,100 ton	36.50	149,650.00
Asphalt in Tack Coat	44 ton	75.00	3,300.00
Class "A" Concrete in Box Culverts	210 cu.yd.	110.00	23,100.00
Reinforcement in Box Culverts	48,000 lb.	0.15	7,200.00
12-inch Culvert Pipe	350 lin.ft.	3.75	1,312.50
18-inch Culvert Pipe	300 lin.ft.	5.50	1,650.00
24-inch Culvert Pipe	2,300 lin.ft.	7.00	16,100.00

36-inch Culvert Pipe	420 lin.ft.	12.00	$ 5,040.00
42-inch Culvert Pipe	180 lin.ft.	14.00	2,520.00
60-inch Culvert Pipe	210 lin.ft.	30.00	6,300.00
8-inch Sewer Pipe	970 lin.ft.	2.75	2,667.50
12-inch Sewer Pipe	3,300 lin.ft.	5.50	18,150.00
15-inch Sewer Pipe	430 lin.ft.	6.00	2,580.00
18-inch Sewer Pipe	990 lin.ft.	8.00	7,920.00
10-inch Siphon Pipe	2,000 lin.ft.	4.50	9,000.00
12-inch Siphon Pipe	370 lin.ft.	7.00	2,590.00
24-inch Arch Type Pipe	144 lin.ft.	7.50	1,080.00
Bedding Material	100 cu.yd.	10.00	1,000.00
18-inch Paved Culvert End Slopes	4 only	150.00	600.00
24-inch Paved Culvert End Slopes	18 only	200.00	3,600.00
36-inch Paved Culvert End Slopes	4 only	250.00	1,000.00
42-inch Paved Culvert End Slopes	2 only	300.00	600.00
Concrete Manholes	2 only	500.00	1,000.00
Concrete Inlets, Type G-1	9 only	150.00	1,350.00
Concrete Inlets, Type CG-1	34 only	200.00	6,800.00
Concrete Inlets, Type G-2M	4 only	200.00	800.00
Concrete Inlets, Type G-2MA	6 only	235.00	1,410.00
6-inch Drain Pipe	6,200 lin.ft.	2.00	12,400.00
Special Filter Material in Drains	760 cu.yd.	15.00	11,400.00
Guard Rail, Type 2	4,900 lin.ft.	3.00	14,700.00
Guard Rail, Type 2A	450 lin.ft.	5.00	2,250.00
Guard Rail Anchors	9 only	225.00	2,025.00
Extra for Guard Rail Bridge Connections	7 only	225.00	1,575.00
Concrete Walks	7,700 sq.yd.	6.00	46,200.00
Concrete Driveways	110 sq.yd.	8.00	880.00
Concrete Curbs	380 cu.yd.	60.00	22,800.00
Extra for Asphalt Approaches	35 only	75.00	2,625.00
Extra for Asphalt Traffic Markers	190 lin.ft.	1.50	285.00
Extra for Asphalt Curbs	4,200 lin.ft.	1.25	5,250.00
Loose Riprap, Class 50	1,500 cu.yd.	7.00	10,500.00
Loose Riprap, Class 100	2,400 cu.yd.	7.00	16,800.00
Guide Posts	130 only	9.00	1,170.00
Guide Posts, Flexible*	24 only	15.00	360.00
Salvage and Reinstall Irrigation Valves	2 only	100.00	200.00
Roadside Seeding and Mulching	51 acre	330.00	16,830.00

*NOTE: Experimental (Category 2)

Wood Chip Surfacing	30 unit	15.00	$	450.00
Signing				
Removal of Existing Sign	All Required			500.00
Installations	All Required			3,000.00
Painted Wood Sign Posts	All Required			3,000.00
Sign Support Footings	All Required			8,800.00
Breakaway Sign Posts	All Required			1,350.00
Special Pole Mounts	1,270 sq.ft.	7.70		9,779.00
Type "A" Signs in Place	650 sq.ft.	7.50		4,875.00
Type "C", "D" and "R" Signs in Place	89 sq.ft.	5.00		445.00
Type "E" Signs in Place	65 sq.ft.	6.00		390.00
Type "U" Signs in Place	1 only	100.00		100.00
Thermoplastic Pavement Arrows				
Illumination				
Removal of Existing Illumination	All Required			2,000.00
Roadway Lighting, Poles and Foundations	All Required			45,000.00
Luminaires and Ballasts	All Required			6,000.00
Switching, Conduit, Wiring, Lamps & Etc.	All Required			30,000.00
Signals				
Traffic Signal Installations, Complete	All Required			30,000.00
				$2,984,409.00
Flagging (60% of Contractor's Cost)	All Required		$	10,000.00
Permanent Striping	All Required			8,000.00
Stage Construction Striping	All Required			1,000.00
Temporary Erosion Control	All Required			4,000.00
On-the-Job Trainees (13 @ $800)	All Required			10,400.00
			$	33,400.00
	Subtotal			$3,017,809.00
	10% Engr. & Cont.			301,780.00
	Total			$3,319,589.00

Type Code X020
Baskett Slough Bridge #351A (Sta. 981+67.50 to Sta. 982+87.50)

Shoring, Cribbing, Etc.	All Required		$	9,000.00
Structure Excavation	100 cu.yd.	5.00		500.00
Structure Excavation Below Elevation Shown	10 cu.yd.	5.00		50.00

Furnish 14-inch Prestressed Concrete Piling	1,098 lin.ft.	5.50	$ 6,039.00
Furnish 16-inch Prestressed Concrete Piling	2,470 lin.ft.	6.75	16,672.50
Drive Prestressed Concrete Piling	56 only	130.00	7,280.00
Prestressed Concrete Pile Extensions	180 lin.ft.	10.00	1,800.00
Class "A" Concrete (700 cu.yd.)	All Required		69,000.00
Reinforcement (160,000 lb.)	All Required		20,000.00
Three Tube Metal Railing	268 lin.ft.	22.00	5,896.00
Reinforced Concrete Bridge End Panels	410 sq.yd.	22.00	9,020.00
			$ 145,257.50

Type Code X181
Derry O'xing Br. #9872 (Sta. 909+03.50 to Sta. 910+86.50)

Shoring, Cribbing, Etc.	All Required		$ 9,000.00
Structure Excavation	230 cu.yd.	5.00	1,150.00
Structure Excavation Below Elevation Shown	20 cu.yd.	5.00	100.00
Furnish 14-inch Prestressed Concrete Piling	1,584 lin.ft.	5.50	8,712.00
Furnish 16-inch Prestressed Concrete Piling	2,720 lin.ft.	6.70	18,224.00
Drive Prestressed Concrete Piles	64 only	130.00	8,320.00
Prestressed Concrete Pile Extensions	200 lin.ft.	10.00	2,000.00
Class "A" Concrete (590 cu.yd.)	All Required		77,000.00
55'/60' Type 2 Prestressed Beams	24 only	1,320.00	31,680.00
60'/65' Type 2 Prestressed Beams	12 only	1,430.00	17,160.00
Reinforcement (165,700 lb.)	All Required		25,000.00
Two Tube Metal Railing	362 lin.ft.	18.00	6,516.00
Reinforced Concrete Bridge End Panels	420 sq.yd.	22.00	9,240.00
8-inch Culvert Pipe	280 lin.ft.	6.00	1,680.00
			$ 215,782.00
	Total Structures		$ 361,039.50
Railroad Protective Cost	All Required		17,000.00
	Subtotal		$ 378,039.50
	10% Engr. & Cont.		37,803.50
	Total		$ 415,843.00

Retained in Program Status

Reconstruct Field Drain Tile (Extra Work)	All Required	$ 1,000.00
Adjust Irrigation Lines, Sta. 1046	All Required	1,500.00
Repair of Highway Haul Road	All Required	50,000.00
	Subtotal	$ 52,500.00
	10% Engr. & Cont.	5,250.00
	Total	$ 57,750.00

Length of Roadway - - - - - - 5.043 Miles
Length of Structures (2)- - - 0.057 Mile

Length of Project - - - - - - 5.100 Miles

Cost of Roadway Per Mile- - - $658,256.79

SUMMARY OF FUNDS

Description	Total Cost	Rural Primary Funds	Primary Funds	State Funds
Roadway	$3,319,589.00	$1,154,713.00	$ 955,217.00	$1,209,659.00
Structures	415,843.00	-	264,309.00	151,534.00
Subtotals	$3,735,432.00	$1,154,713.00	$1,219,526.00	$1,361,193.00
Retained in Program	$ 57,750.00	$ -	$ 36,705.00	$ 21,045.00
Totals	$3,793,182.00	$1,154,713.00	$1,256,231.00	$1,382,238.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 99%; Group 8 - 01%

Contract No. 7779

Prefix: 27-1078

RAILROAD PROTECTIVE COST SPTC

RICKREALL-INDEPENDENCE JCT. SEC.

Expenses set forth in Exhibit "A" of SPTC - OSHD agreement dated 7-23-70

Flagging	$ 600
+ 39% Payroll Additives	234
Total Flagging	$ 834

Engineer-Inspector	$11,900
+ 39% Payroll Additives	4,641
Total Engineer-Inspector Cost	$16,541

Total RR Protective Cost	$17,375
State will stand	$17,000 RR Prot. Cost

RICKREALL-INDEPENDENCE JCT. SECTION

Nonparticipating - State Work

Adjust Utilities	All Required	$ 600.00
State Responsibility for Damages	All Required	1,000.00
Restore Old Highway	All Required	61,000.00
(State Forces)	All Required	5,400.00
Work by SPTC		$ 68,000.00

OREGON STATE HIGHWAY DIVISION

7774

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 28, 1972

To Mr. Glen L. Green (see page 2)
Acting Division Engineer
Federal Highway Administration
477 Cottage St. N.E.
Salem, Oregon 97308

565

From Walter J. Hart
Bridge Engineer

Subject Specifications for Pile-Driving Hammers
Your Reference 10-35.6

orig and 1 cc

As you know, our Standard Specifications call for the pile hammer to be capable of developing at least one ft.-lb. of energy per blow for each lb. being driven, with a minimum energy of 14,500 ft.-lbs. Also, the weight of the ram is specified to be not less than 1/3 of the weight being driven, with a minimum weight of the ram being 2750 lbs.

In the majority of cases, for timber and steel piles and shorter concrete piles, this specification will result in an acceptable hammer; however, for long steel piles and most concrete piles, a heavier pile hammer is needed. This has to be taken care of in the special provisions for each job.

It has been our policy to look at each job and try to determine the minimum size hammer, looking at both ram weight and the energy of the hammer, and get this into the special provisions.

Until new standard specifications are written, we will continue to do this, with the idea of getting a pile hammer with a ram weight very close to 1/2 the weight of the pile, as you recommended in your letter referred to above.

MAC:ag;smd
cc
A. E. Johnson

Form FHWA-121 (12-[illegible])
UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 14, 1972

In reply refer to: 10-35.6

FROM for G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Specifications for Pile-Driving Hammers

Special Provisions for Oregon EHS-RF-F-325(7), Rickreall - Independence Jct., call for the hammer used to drive prestressed concrete piling to weigh at least 4000 pounds. This is not heavy enough on this job as some of the large 16" diameter piling weigh over 15,000 pounds. You have since deleted this requirement in favor of the Standard Specification requirement that the hammer weigh 1/3 of the pile weight. We will agree to this arrangement on this job, but wish you to evaluate your position on future jobs.

There is considerable controversy on the proper hammer weight for displacement piling. Opinions vary from 1/3 and 1/2 the pile weight to equal to the pile weight. We have always believed that your 1/3 value was the lowest acceptable minimum. Lately, however, you have been experiencing troubles driving large piles on some jobs; and we believe this is in part caused by driving displacement piling with a light hammer. Accordingly, we strongly recommend that you adopt a hammer weight 1/2 the weight of the pile for heavy displacement piling.

6-16-72
al

RECEIVED
JUN 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 19 1972
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
JUN 21 1972
FOREIGN

OREGON STATE HIGHWAY DIVISION

3729

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **June 21, 1972**

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT

Footpaths and Bicycle Trails
June 29 Bid Letting

Bids will be taken June 29, 1972, on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project:

1. **Rickreall-Independence Junction Section**
   Willamina-Salem Highway, Polk County
   Grade, Pave, Structures, Signal Project

   Sidewalks will be provided for 1 mile on the easterly end of the project, ending at the intersection of the old highway.

2. **Canyon Creek Bridge Section**
   Woodburn-Estacada Highway, Clackamas County
   Structure Project

   Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established. . .if. . .the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

(more)

3. Esplanade Street-Fort Klamath Road Section
Klamath Falls-Malin Highway (FAS 415), Klamath County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. 2nd Street-Spruce Street (La Grande) Section
La Grande-Baker Highway, Union County
Signal and Sign Project

Same as No. 3.

5. Humbug Creek Bridge Section, FAS 912, Clatsop County
Grade, Pave, Structure Project

Same as No. 2.

6. Boones Ferry Road-Pacific Highway East Section
Hillsboro-Silverton Highway, Marion County
Grade, Pave, Signals, Structure Project

Same as No. 2.

7. Oregon Coast Highway at Broadway (Seaside) Section
Oregon Coast Highway, Clatsop County
Traffic Signal Project

Same as No. 3.

8. Mt. Angel (Garfield Street) Section, Marion Co.
Grade, Pave Project

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 3(a) which states that "The amount expended by the commission or by a city or county as required or permitted by this section shall never in any one fiscal year be less than one percent of the total amount of the funds received from the highway fund. However, this subsection does not apply to a city in any year in which the one percent equals $250 or less."

9. Stayton (Locust Street) Section, Marion County
Grade, Pave Project

Same as No. 8. This street has existing sidewalks.

(more)

10. Jefferson (Church Street) Section, Marion County
Grade, Pave Project

Same as No. 8.

11. Columbia River (Astoria) Bridge
Oregon Coast Highway, Clatsop County
Painting Project

Same as No. 3.

12. Charleston (South Slough) Bridge
Cape Arago Highway, Coos County
Painting Project

Same as No. 3.

13. Dabney State Park, Multnomah County
Grade, Pave, Park Facilities Project

Footpaths and trails will be provided under this project.

14. Antelope Creek Bridge, Bigham-Brown Road, Jackson Co.
Structure Project

Same as No. 2.

These matters will be on the agenda for the June 27 meeting and your approval is requested.

JDM:jp 1a
bc Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
V. D. Wolfe
C. G. Swenson
Gary Sund
Gary Ross

RECEIVED
JUN 19 1972
FOR FILING

DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

6-16-72

LETTER OF APPROVAL AND/OR AUTHORIZATION

7779

FEDERAL AID PROJECT NO.
EHS-F-RF-325(7)

STATE PROJECT NO.
RICKREALL-INDEPENDENCE JUNCTION SECTION

COUNTY NAME
POLK

PROGRAM STAGE (Check) [ ] 1. [X] 2.

PROGRAM NO.

ITEM NO.
P-520 & RF-4

FROM:
GLENN L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MAY 26, 1972	MAY 26, 1972	PRIMARY ROUTE #47
		STATE ROUTE NUMBER: WILLAMINA-SALEM HIGHWAY ROUTE #30

GENERAL DESCRIPTION OF WORK:

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $10,000; TEMPORARY EROSION CONTROL $4000; ON THE JOB TRAINING $10,400; PERMANENT PAVEMENT STRIPING BY STATE FORCES $8,000; TEMPORARY CONSTRUCTION PAVEMENT STRIPING BY STATE FORCES $1,000 AND RAILROAD PROTECTIVE SERVICES IN AMOUNT OF $17,000 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER (Specify) RAILROAD PROTECTIVE SERVICES $17,000
  CONTRACTOR'S FLAGGING $10,000
  TEMPORARY EROSION CONTROL $4,000
  ON THE JOB TRAINING $10,400
  PERMANENT PAVEMENT STRIPING W/STATE FORCES $8,000
  ~~TEMPORARY CONSTRUCTION PAVEMENT STRIPING WITH STATE FORCES $1,000~~

REMARKS

MR. YOUNG'S MAY 26, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

6-16-72

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
JUNE 16, 1972	G. L. Green	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
JUN 19 1972
FOR FILE

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

9779

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 14, 1972

In reply refer to: 10-35.6

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Specifications for Pile-Driving Hammers

Special Provisions for Oregon EHS-RF-F-325(7), Rickreall - Independence Jct., call for the hammer used to drive prestressed concrete piling to weigh at least 4000 pounds. This is not heavy enough on this job as some of the large 16" diameter piling weigh over 15,000 pounds. You have since deleted this requirement in favor of the Standard Specification requirement that the hammer weigh 1/3 of the pile weight. We will agree to this arrangement on this job, but wish you to evaluate your position on future jobs.

There is considerable controversy on the proper hammer weight for displacement piling. Opinions vary from 1/3 and 1/2 the pile weight to equal to the pile weight. We have always believed that your 1/3 value was the lowest acceptable minimum. Lately, however, you have been experiencing troubles driving large piles on some jobs; and we believe this is in part caused by driving displacement piling with a light hammer. Accordingly, we strongly recommend that you adopt a hammer weight 1/2 the weight of the pile for heavy displacement piling.

6-16-72
al

RECEIVED
JUN 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
JUN 5 - 1972

Form FHWA-121 (12

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

21779

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 1, 1972

In reply refer to: 10-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EHS-RF-F 325(7)
Rickreall-Independence Jct. Section
Mandatory Borrow Source

By memorandum of May 23, 1972, Mr. Young requested authorization to specify a mandatory borrow source on subject project. Our approval to reinforce the 2.37 mile section of State Highway to be used as a haul road from the proposed mandatory borrow source to the project was also requested.

We have carefully evaluated this proposal as well as project site conditions. Based on our evaluation we agree that your proposal to specify the Garrett site as a mandatory borrow source is in the public interest and a very desirable concept in protection and conservation of adjacent farmlands. However, it is requested that you fully consider any alternate source that may be presented by the successful bidder provided such alternate is acceptable to all parties involved and such a change is considered to be in the public interest.

After evaluation of the pavement overlay proposal it was concluded that an overlay is not warranted. The existing pavement is in good condition and should provide necessary services without reinforcement if legal loads are maintained and reasonable care is exercised. We are agreeable to including a contingent amount in the project estimate to cover possible extraordinary maintenance that may occur as a result of the borrow haul. The extraordinary maintenance, if necessary, can be accomplished by either State forces or price agreement, as conditions dictate.

Your people are commended for the extra time and effort devoted in development of project details which minimize environmental effects and the overall impact of this project on the surrounding area.

6-5-72
Hall-Young

RECEIVED
JUN 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
JUN 7 - 1972
FOR FILING

7779

ADDENDUM

FOR

RICKREALL-INDEPENDENCE JUNCTION

WILLAMINA-SALEM HIGHWAY F-325(-)

POLK COUNTY, OREGON

May 30, 1972

The purpose of this addendum is to provide additional information concerning material sources for embankment material required in constructing the foregoing project.

A discussion of the material sources location, type of material to be excavated, method of excavation, and the final disposition of the material source is presented as additional documentation to the reassessment of environmental impact statement.

Three different material sources were investigated to determine the most feasible source and method of obtaining the required borrow material:

1. A multiple-use borrow pit concept in which the borrow pit(s) would have been utilized as fish ponds under the Oregon State Game Commission management. No available water source could be found to maintain these ponds, consequently, this concept could not be implemented.
2. A material source on farm property adjacent to highway 99W was studied. An analysis of this material indicated that it was unsuitable as fill material.
3. A material source on private property adjacent to the Willamina-Salem Highway approximately two miles west

NO. 1
F. B. KLABUE

of the westerly terminus of the proposed project was investigated. The material was found to be suitable and an agreement has been finalized with the property owner for the removal of approximately 500,000 cubic yards of material.

This material source is more particularly described as being a 27-acre parcel of land lying on the southerly side of Willamina-Salem Highway 2.15 miles west of the community of Rickreall. The area to be excavated is a rolling hill lying generally above the highway and is presently being used as pastureland. Topsoil is 2 - 3 feet thick, of marginal quality, and is very poorly drained. The topsoil mantle is underlain with clay-bound gravels at least to the depth that is intended to be excavated.

The proposed method of excavation will be to remove and stockpile the top one foot of topsoil and then excavate to a line approximately two feet below and parallel to the highway grade. Initial excavation will be an area approximately 1,500 feet long by 200 feet wide, and adjacent to the highway ditch section. The depth of excavation will vary from zero at each end to a maximum of approximately 30 feet near the center of the cut.

Upon completion of the first area of excavation, a second 200-foot wide strip will be excavated in a similar manner. A third and final 200-foot strip will be excavated to obtain the required amount of embankment materials.

Final disposition of the borrow area will be to fine grade the excavated area to a uniform 1/4-inch to a foot slope rising to the south and parallel to the highway grade in an east-west direction. (Highway grade rises to the west at approximately 1.0%.) Any remaining cut slopes will be graded to a 6 to 1 slope or flatter. Drainage from the excavated area will be generally to the north and east and any runoff will be into the highway ditch section where it will eventually drain eastward into Baskett Slough.

Topsoils will be replaced to a uniform depth of approximately one foot over the excavated area, fertilized, reseeded to pasture grasses, and returned to productivity. Due to the very poor perculation qualities of the clay-bound gravels underlying the area, effective drainage for the pastureland will not be improved.

All embankment material from the borrow area will be transported on the Willamina-Salem Highway to the westerly terminus of the project. This section of highway is to be reinforced with a 2-inch overlay of A. C. before this hauling starts, and an additional 1 1/2 inches of A. C. will be placed after the hauling has been completed.

Average weekday traffic during the summer months in this haul area is 5,000 vehicles per day. Some disruption of the general traffic flow by the haul equipment can be expected as there will be a left-turn movement across traffic for the haul equipment at either end of the highway haul. Transporting of this embankment material will not be allowed on the highway on Saturdays, Sundays, or holidays.

A request by the property owner to the Polk County Planning Commission for a zone variance to remove the embankment material has been approved. All other legal documents and agreements have been completed that are required in the removal of this material.

Material from this source is unsuitable for surfacing aggregates. Consequently, the contractor will have to obtain suitable surfacing aggregate from one of the several commercial sources available in the general area.

RECEIVED
MAY 31 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 31 1972
FOR FILING

7774

May 30, 1972

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Rickreall-Independence Junction
Willamina-Salem Highway F-323(-)
Polk County, Oregon

Dear Mr. Simpson:

The attached document is submitted for your review as an addendum to the previously submitted Reassessment of Environmental Impact Statement on the subject project.

It is our conclusion that the alternatives for material sources have been carefully explored, and that the adopted plan will have the least significant impact on the natural and social environment.

Our conclusion, therefore, is that the entire project was developed in such a manner as to minimize adverse environmental consequences and, as such, no further action is required pursuant to PPM 90-1.

Your concurrence is respectfully requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

by

R. L. Schroeder
Assistant State Highway Engineer

GAP:ap ap
bc: ~~George M. Baldwin~~
Tom Edwards
F. B. Klaboe
Robert E. Royer
L. H. Young
Victor D. Wolfe
Frank Hall
Jay B. Boyd

RECEIVED
MAY 24 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7779

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 23, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Mandatory Borrow Source**
Rickreall-Independence Jct. Section
Project No. HES-RF-F-325(7)

We hereby request authorization to specify a mandatory borrow source on the above project and approval of the necessary pavement reinforcement of the Willamina-Salem Highway to be used as a haul road in accordance with paragraph 14 of FPM 21-6.3.

We have completed an all-encompassing search for embankment material for the project and find that it is very scarce in this area. Two plausible sites were found and tests were conducted with the resultant finding that the material on the Fox property was unacceptable and more costly than the Garrett source. The two sources mentioned are bank borrow type and the Game Commission is not interested in fish pond type borrow pits because of lack of water in the Polk County area.

Having narrowed the possibility down to one source, we have decided that making it mandatory was the best way to save time because we have been searching, testing and negotiating since January 1972; we have cleared the source through the Planning Commission which the contractor would have to do; also making it mandatory eliminates the possibility of multiple borrow scars and depletion of useful land by other methods than we plan.

The plan is to daylight a cutbank on the south side of the Rickreall-Salem Highway, 2.37 miles beyond the west end of the project. Sufficient topsoil material will be stockpiled to

place a 12" layer over the area involved to return it to its designated land use of grazing and timber growing. The highway will be used as a haul road with the trucks meeting the legal weight limits.

Pavement reinforcing of the highway is necessary to maintain traffic use during the extreme use period and return it to a normal riding quality at the end of that period. The extreme use of the highway will be 50,000 ten cu.yd. truckloads within the life of the project. Our plan for pavement reinforcing consists of a 2" lift of Class "B" asphalt pavement at the beginning of the project, State forces to maintain the highway at an estimated cost of $3,000 and a 1-1/4" lift of Class "C" asphalt pavement at the end of the contract.

Weekend hauling on the highway will be prohibited for the hours from 6 p.m. Friday until 2 a.m. Monday.

The above-pertinent facts will be included in the specifications and plans and the source will be made available to the contractor without charge; also, the State will stand the cost of the easement and royalty without FA participation.

For the above reasons, and that it is an esthetically and environmentally sound practice, we feel it is in the public interest to specify a mandatory borrow source for the project.

Attached please find two copies of a cost comparison, pavement design statement, Game Commission opinion, Agronomist's report, 2 legal opinions, sketch of the area involved, typical section, right-of-entry and Planning Commission application. If further information is needed, please advise.

DAR:bb

Attach.

cc: F. B. Klaboe
C. T. Kassey
F. L. Hall
D. H. Moehring
C. C. Swenson
Ed J. Hall
R. N. Chase

RECEIVED

FORM E-90 (REV. 10-65)

FOR FILING

7779

files

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1972

SUBJECT: Supplemental Agreement
Southern Pacific Transportation Company
Derry Overcrossing
Rickreall-Independence Junction Section
Willamina-Salem Highway
Polk County
R/W File: 43234
PUX 767 SXF 529

RAILROAD COMPANIES
FILE No. 688

To: Mr. Floyd Query
Secretary
Oregon State Highway Commission
B U I L D I N G

Herewith you will find the State's counterpart of a supplement to the agreement between the Southern Pacific Transportation Company and the State of Oregon, dated July 23, 1970.

This supplemental agreement is dated April 19, 1972 and extends the expiration date of the original indenture to July 24, 1973.

This document should be attached to the indenture dated July 23, 1970.

Distribution of conformed copies has been made as indicated below.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: F. B. Klaboe
C. T. Keasey
R. N. Bothman w/agreement
L. H. Young " (3)
W. J. Hart "
V. E. Skoog "
D. H. Moehring "
J. B. Boyd "
E. J. Hall "
F. W. Sugnet "

5-22-72 Jean
Noted in agreement book
fm

NOTED
FLOYD QUERY

SP 52478-734

RECEIVED
MAY 11 1972
FOR FILE

7774

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1972

To: Mr. Victor D. Wolfe
Location Engineer
OFFICE

SUBJECT: Deflection Measurements
Willamina-Salem Highway
Polk County

E. J. Hall requested deflection measurements on the East Bound Lane of the Willamina-Salem Highway from its intersection with the Kings Valley Highway east to Rickreall.

The purpose of this investigation was to determine the effect that 200 5-axle trucks per day for one year, in addition to normal traffic, would have on the existing pavement structure.

The test results indicate that a 3.0" asphaltic concrete overlay would be required prior to allowing additional truck traffic use of the facility. Also, at the completion of the heavier traffic period, further deflection measurements should be made to determine the thickness of overlay that would extend the pavement life an additional period of time.

F. W. Yarbrough
Soils & Geology Engineer

NOTED
E. S. HUNTER

C. J. Gregg
Base Design Engineer

CJG:af

cc: F. L. Hall
G. W. Wimer
E. J. Hall

RECEIVED
MAY 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Wells - info
cc Hunter for info

RECEIVED
MAY 8 1972
LOCATION
SECTION

BP 82475-734

RECEIVED
MAY 3 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

60119

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 1, 1972

TO: R. E. Simpson, Division Engineer
Federal Highway Administration

FROM: John R. Oakes, Assistant R/W Engineer

SUBJECT: File No. 43121 - Hubbard
Rickreall-Independence Junction Sec., Willamina-Salem Highway,
Polk County, Project F-325(7)

NOTED
F. B. KLABOE

Your memo of April 7, 1972, requested that a new study be made for the replacement housing on this file.

This study has been completed and is on file.

cc Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
W. H. Haskin
M. R. Mitchell

JRO:ha

RECEIVED
MAY 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 8 - 1972

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

April 21, 1972

IN REPLY PLEASE REFER TO
GMO 73018

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

Routing

Keasey — RECEIVED — Pease
Bond — APR 25 1972 — Glenn
Walker — CONSTRUCTION SECTION — Litchfield — NOTED J. M. CARTWRIGHT
Johnson — Berg — NOTED A. E. JOHNSON

Mr. George M. Baldwin
Administrator of Highways
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to previous correspondence relative to the proposed Derry Overcrossing, Rickreall-Independence Junction Section of Willamina-Salem Highway, Polk County.

We understand that there has been some lapse in communication relative to notification to the State when Signal, Communications or Electrical Departments will be temporarily placing their facilities underground for future highway construction.

In connection with this particular project, on Feb. 7, I requested the centerline be staked so that our Communications Department would be able to locate the exact location of overhead for placing their facilities underground. It was my recollection that your local Resident Engineer was to be contacted by our Communications people for locating this information in the field so that there would be no doubt as to the proper location.

The Communications people were to place their facilities underground on March 1 which we presume was discussed by the Resident Engineer and local Communications member.

In order to alleviate this non-communication, we are requesting that all departments that are to be involved in highway projects notify our Engineering Department as soon as possible and not later than three days prior to commencing work on a highway project. We will make it a practice to notify you where possible by telephone and will follow up with written notification.

Yours truly,

A. W. Kilborn

Copies to: PB Kraabol
AE Johnson
CT Keasey
JB Boyd
EJ Hall
FW Sughrue

RECEIVED
MAY 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

April 20, 1972

SUBJECT: Right of Way Status
FA Project
Bid Opening May 25, 1972

To: L. H. Young
Programing Engineer

B U I L D I N G

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

NOTED F. B. KLABOE

On the following project, all rights of way and rights of entry are acquired:

Rickreall-Independence Junction Section

Our previously submitted assurances of an adequate relocation assistance program and real property acquisition policy assurances have been fully implemented. All persons and occupants of the right of way within this project, who have been displaced subsequent to August 23, 1968, have either: relocated to decent, safe, and sanitary housing; obtained the right of possession of adequate replacement housing; been offered by the State decent, safe and sanitary housing available for immediate occupancy.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

John R. Oakes
Assistant R/W Engineer

JRO:ha
cc F. B. Klaboe ✓
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

RECEIVED
APR 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 20 1972

FORM FHWA-321 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
SALEM OR 97308

FOR FILING

TO : MR. GEORGE M. BALDWIN, ADMINISTRATOR OF HIGHWAYS
SALEM, OREGON

DATE: APRIL 17, 1972

In reply refer to: 10-35-DB

FROM : R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

SUBJECT: OREGON PROJECT F-RF-325(7)
RICKREALL-INDEPENDENCE JUNCTION SECTION
WILLAMINA-SALEM HIGHWAY

THE ILLUMINATION PLANS FOR THE INTERSECTIONS WITH STATE HIGHWAY 99W AND THE DALLAS HIGHWAY SUBMITTED WITH MR. WALLACE'S APRIL 6 LETTER ARE APPROVED.

4-18-72

al

NOTED
A. E. JOHNSON

RECEIVED
APR 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 20 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7179

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 17, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED
D. H. MOEHRING

FROM D. H. Moehring, Right of Way Engineer
Oregon State Highway Division

SUBJECT Replacement Housing - Oregon Project F-325[7],
File 43121, Rickreall - Independence Junction Section

By a letter dated April 7, 1972, a question was raised as to the relocation additive payment computation on the subject file.

A new study has been made as requested, and the replacement housing additive has now been computed at $1,275. This amount will be offered the displacee.

If further information is needed, please advise.

NOTED
TOM EDWARDS

DHM:JP
cc Tom Edwards
F. B. Klaboe
L, H. Young
V. E. Skoog
J. J. Smith
M. R. Mitchell

RECEIVED
APR 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APP 17 1972
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 12, 1972

In reply refer to: 10-35 EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Reassessment of Environmental Impacts
Rickreall-Independence Junction
Willamina-Salem Highway, F-RF 325(7)
Polk County

The subject reassessment has been reviewed and I concur the project has been developed so as to minimize adverse environmental consequences. Based on this reassessment, the status of design, right of way acquisition and right of way clearance I concur that no further action is required under PPM 90-1

NOTED
F. B. KLABOE

4-14-72
Schroeder-
Young

RECEIVED
APR 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

TRANSACTION NUMBERS 4-30 AND 4-31

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	4-12-72

BY (Signature): MR. YOUNG'S MARCH 22, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☒ OTHERS RURAL PRIMARY

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. PRIMARY 520 THRU RURAL PRIMARY 4

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
520	EHS-F-RF-325(7)	3.25	3,182,985	2,022,785	RICKREAL-INDEPENDENCE JUNCTION SECTION	GRADE, DRAIN, HIGH TYPE PAVEMENT ON 4 LANES 2 STRUCTURES, ILLUMINATION AND TRAFFIC SIGNALS.
4	EHS-RF-F-325(7)	1.85	1,817,015	1,154,713	RICKREALL-INDEPENDENCE JUNCTION SECTION	" "

4-12-72

RECEIVED
APR 13 1972

NOTED
F. B. KLABOE

REMARKS (Division)

FOR FILING

4-14-72
Young

RECOMMENDED*		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-12-72	FOR DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
MAR 2 - 1972
FOR FILING

7729

DATE March 1, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Supplemental Agreement**

On July 7, 1970, the Highway Commission executed an agreement with the Southern Pacific Transportation Company providing for construction of the overcrossing of their track near Derry on the Rickreall-Independence Junction Section of the Willamina-Salem Highway in Polk County. The agreement expired on July 24, 1971.

There will be a supplemental agreement on the agenda for your April 4 meeting which will extend the expiration date to July 24, 1973.

Your approval is recommended.

TWL:1a

bc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
F. D. Morgan
T. W. Litchfield
J. B. Boyd
Gary Ross
Gary Sund

RECEIVED
APR 12 1972
FOR FILING
7779

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 7, 1972

In reply refer to: 10-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-325(7)
Rickreall-Independence Junction Section
Replacement Housing

In compliance with Department of Transportation Order 5620.1 this office has conducted a spot check verification of replacement housing on the subject section of the Willamina-Salem Highway.

During this spot check it was noted that the replacement housing study on File 43121, Hubbard, was originally made on March 19, 1970 and revised on August 10, 1971 to comply with the 1970 Act. The comparable listings used in the updated study were the same ones used in the original study made some 17 months earlier. A new study should be made in order to more nearly reflect the housing market at the time of actual displacement.

Your comments are requested prior to the State's request for PS&E approval some time in May.

4-11-72

RECEIVED
APR 1 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FBK

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
APR 10 1972
FORM 8-30 (12-67)
FOR FILING

1719

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 6, 1972
Salem, Oregon

To: MEMORANDUM TO THE FILES

SUBJECT: Rickreall-Independence Jct. Sec.
Willamina-Salem Highway

Jerry Wimer informed me by telephone today that Mel Cummings, representing the State Game Division, had informed him that there was not sufficient water supply in the Rickreall area to furnish water for a fishing lake if one were to be dug for borrow on the subject section.

Other dry land borrow sources will be investigated.

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

FLH:jh
cc: E. S. Hunter
V. D. Wolfe
J. B. Boyd
F. E. Terpin

RECEIVED
APR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

RECEIVED
APR 12 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7774

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 6, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Dear Sir:

Rickreall-Independence Jct. Section
Willamina-Salem Highway
Polk County Bridge 9889
Illumination

Attached are two copies of a preliminary illumination layout for the Dallas and 99W Interchanges within the above section. Also attached is one copy each of the photometric curves for the proposed units and a copy of the ADT.

The proposed design will provide for 0.6 footcandle transition lighting coming into and leaving the area and 0.8 average maintained footcandles at a 3:1 uniformity within the illuminated area.

There is, at the present, lighting at both the Dallas Interchange and the 99W Interchange. The lighting at the Dallas Interchange will be removed and that at the 99W Interchange will remain.

The geometry, merging and cross traffic, high traffic volumes and built-up area all contribute to a definite need for lighting at this area. It is also the opinion of this office that the lighting shown between the interchange areas is definitely needed. With successive interchanges and merging traffic, it is not a desirable condition to leave a dark space between as the drivers' eyes will not have adequate time to adjust. In the interest of safety it is required.

Please review this proposal as soon as possible as we intend to proceed with final design. This project is scheduled to be advertised for the May 25, 1972, bid opening.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

L. L. Wallace
Bridge Design Engineer

DOC:dh
Attachments

cc A. E. Johnson
L. H. Young
V. E. Skoog
L. E. George

RECEIVED
APR 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 12 1972

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: March 31, 1972

In reply refer to: 10-35-DB

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-325(7)
Rickreall-Independence Jct. Section
Willamina-Salem Highway

In Mr. Klaboe's March 9 letter you proposed a design for the Dallas Junction intersection which is basically the same as the existing one. Considering the past infrequency of accidents involving the left turn movement, we agree that the operation is not likely to be improved by traffic signals at this time. Omission of the signals is therefore approved.

The preliminary layout tracing has been signed and returned to your Design Section.

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date

4-7-72
REFERRED TO
Hunter
DEPUTY STATE [illegible]

RECEIVED
APR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Copies to
Hall
Boyd
4-10-72

NOTED
TOM EDWARDS

NOTED
E. S. HUNTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
MAR 10 1972
FOR FILING

Cancel
KH
Tulsa-Sln

March 9, 1972

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpsor:

Re: Oregon Project F-325(-)
Rickreall-Independence
Junction Section
Willamina-Salem Highway
Dallas Junction Interchange

Your February 4 letter suggested various alternatives to our proposed braid at the subject intersection.

We now propose an at-grade intersection with the same basic design as that which now exists. However, we do not recommend the use of a traffic signal as there have been no reported accidents involving the left turn movement since 1967.

A preliminary layout sheet will be forwarded as soon as it has been prepared. In the meantime your approval to omit the traffic signal at this intersection is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

DNS:jh jf
bc: Tom Edwards
F. B. Klaboe
F. L. Hall
J. B. Boyd

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 4, 1972

In reply refer to: 10-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-325(-)
Rickreall - Independence Junction Section
Willamina - Salem Highway
Dallas Junction Interchange

The revised layout sheet dated January 25 for subject interchange has been reviewed and the following comments are presented for your consideration:

1. The interchange previously approved by this office is considered desirable and its construction is considered essential for proper safety and operation of the proposed facility.

2. If it is not possible, because of funding, to complete the combination U.S. 99W and Dallas Junction interchange at this time then the Dallas Junction ramps and separation structure should be constructed initially with provisions for future construction of the U.S. 99W ramps and separation structure. A signalized at-grade intersection at U.S. 99W would serve until funds were available to complete the interchange.

3. If at-grade intersections are constructed at Dallas Junction and U.S. 99W it is recommended that a conventional "T" intersection be designed and constructed at Dallas Junction and that both intersections be signalized.

4. Construction of the proposed six-legged intersection as depicted in your January 25 layout is not recommended. A facility of this type would not be conducive to safety, and would create operational problems which should be avoided where other alternatives are available.

Planned is similar to existg left-turn-refuge.

NOTED
L. K. WATSON

RECEIVED
FEB 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 29 1972
FOR FILING

Cmst
7119

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
March 28, 1972

SUBJECT: Right of Way Status
FA Project
Bid Opening April 27, 1972

To: Mr. L. H. Young
Program and Planning Engineer

B U I L D I N G

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above projects scheduled for contracting on the above date.

On the following projects all rights of way and rights of entry are acquired:

NOTED
F. B. KLABOE

Rickreall-Independence Jct. Section

5th St.-Oak St. (Phoenix) Section

Our previously submitted assurances of an adequate relocation assistance program and real property acquisition policy assurances have been fully implemented. All persons and occupants of the right of way within this project, who have been displaced subsequent to August 23, 1968, have either: relocated to decent, safe, and sanitary housing; obtained the right of possession of adequate replacement housing; been offered by the State decent, safe and sanitary housing available for immediate occupancy.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant R/W Engineer

JRO:ha
cc F. B. Klaboe✓
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

RECEIVED
MAR 29 1972
FOR FILING

7077

DATE March 28, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
April 27 Bid Letting

Bids will be taken April 27, 1972 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. S. E. Foster Road-S. E. Causey Avenue Section, East Portland Freeway, Multnomah and Clackamas Counties
Grade and Structures Project

   Sidewalks are being provided on overcrossing structures and various locations throughout the length of the project.

2. N. Columbia Boulevard-Marquam Bridge Section, Pacific Highway, Multnomah County
Sign, Illumination and Safety Project

   No footpaths or bicycle trails are incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Arlington and Lime Sections, Columbia River and Old Oregon Trail Highways, Gilliam and Baker Counties
Pneumatic Applied Mortar Project

   Same as Number 2.

4. La Grande Section, Old Oregon Trail Highway, Union County
Roadside Improvement Project

Same as Number 2.

5. Ross Island Bridge-Roadway Street Section, Pacific Highway East, Multnomah County Roadside Improvement Project

Same as Number 2.

6. Richrall-Independence Junction Section, Willamina-Salem Highway, Polk County
Grade, Pave, Structure and Sign Project

Sidewalks are being provided on this project.

7. Sodaville Road-Vail Creek Section, Santiam Highway, Linn County
Grade and Pave Project

Sidewalks are being provided on this project.

8. 5th Street-Oak Street (Phoenix) Section, Rogue Valley Highway, Jackson County
Grade and Pave (Co-op.) Project

Sidewalks are being provided on this project.

9. S. E. 17th Street and Powell Boulevard Section, Mt. Hood Highway, Multnomah County
Grade, Pave and Structure Project

Sidewalks are being provided on this project. Previously on January 11 meeting agenda.

10. Gales Creek Road at "E" Street and Pacific Avenue at "B" Street (Forest Grove) Section, Washington County
Grade, Pave, Signals and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicated an absence of any need for such paths and trails."

11. Newmark Street-South City Limits (North Bend) Section, Broadway Street, Coos County
Grade and Pave Project

Same as Number 10.

12. Columbia River Highway-Old Portland Road Section, FAS 574 (Gable Road), Columbia County
Grade, Pave and Signal Project

Paths and trails will not be established under this project inasmuch as the cost of establishing such paths or trails would be excessively disproportionate to the need and use. Location/design approval for the project was given November 3, 1969. Subsequently, right-of-way and design criteria was established in 1970, which was before the effective date of ORS Chapter 376 as adopted by the 1971 legislature. Columbia County has already acquired the necessary right-of-way for the project based on a roadway consisting of two 12-foot travel lanes and 8-foot paved shoulders. To revise the roadway at this time and require the County to return to the property owners for additional right-of-way to accommodate a footpath or bicycle trail would cause unwarranted expense to the County.

13. Thompson Falls (MP 12.4) Slide Section, FAS 608, Lewis & Clark Road, Clatsop County
Slide Correction Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

14. Little Nestucca River (Neader) Bridge Section, Little Nestucca Highway, Tillamook County
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established...if...the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use.

15. Delta Highway-Coburg Road (Eugene) Section, Willamette Bikeway, Lane County
Grade and Pave Project

Provides a bike route along the Willamette River. Previously on February 22 meeting agenda.

16. Columbia River (Astoria) Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

17. Youngs Bay Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

18. Charleston (South Slough) Bridge, Cape Arago Highway, Coos County
Painting Project

Same as Number 13.

19. Cascade Highway at Otty Road Section, Clackamas County
Traffic Signal Project

Same as Number 13.

20. Pacific Highway West at Villa Road (Newberg) Section, Pacific Highway West, Yamhill County
Traffic Signal Project

Same as Number 13. Previously on February 22 meeting agenda.

21. Mary S. Young State Park, Clackamas County
Grade, Pave and Building Project

Footpaths will be established within the park.

22. Cedar Hills Boulevard Interchange, Sunset Highway, Washington County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

23. Harmony Road Interchange-Cascade Highway Section, Clackamas Highway, Clackamas County
Roadside Improvement Project

Same as Number 22.

These matters will be on the agenda for the April 6 meeting and your approval is requested.

JDM:jp ia

bc Floyd Ouery
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
Victor D. Wolfe
Gary Sund
Gary Ross

RECEIVED
APR 6 - 1972

FORM S-30 (12-67)
FOR FILING

1779

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1972

SUBJECT:

To: MEMORANDUM TO THE FILES

F. B. Klaboe
E. S. Hunter
J. B. Boyd
F. E. Terpin
V. D. Wolfe

There will be about 500,000 cu. yds. of borrow required for the Independence Junction-Rickreall Section. The management of the Federal Bird Refuge on Basket Slough expressed no interest in a lake, but Oregon State Game Division management did express interest.

On March 22, 1972 the following personnel looked over the area in search of a suitable site:

Mel Cummings	-	Game Division
Bill Saltzman	-	Game Division
Geo. Wills	-	Highway Division
Ed Hall	-	Highway Division
F. L. Hall	-	Highway Division

Two prospective sites were located within reasonable hauling distance: They are (1) adjacent to the located line near the crossing of Basket Slough, being bounded on the west by a County Road and (2) about one mile north of the proposed crossing of Pacific Highway West, and adjacent to said highway.

About 50 acres will be needed and cost is estimated at $800 to $1,000 per acre. This is equivalent to about 10 cents per yard, which is the royalty being asked for borrow in the area that is suitably located for a dry pit. The required borrow would form a lake 12 to 14 feet deep and 40 acres in size.

The game people were of the opinion that a lake of this size in this area would be very popular with sportsman. They will contact Marion County with reference to zoning and Ed Hall was asked to report back to Mr. Boyd, Regional Engineer, and make the necessary determinations of ownerships and suitability of the matierals for use as borrow.

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

NOTED
F. B. KLABOE
RECEIVED
APR

FLH:jg

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Prepared by

Oregon State Highway Division

REASSESSMENT OF ENVIRONMENTAL IMPACTS

for

RICKREALL-INDEPENDENCE JUNCTION
WILLAMINA-SALEM HIGHWAY F-325(-)
POLK COUNTY, OREGON

The project is to construct 5.3 miles of 4-lane highway. Typically, the highway will be 84 feet wide with four 12-foot travel lanes, a 16-foot median, and 10-foot paved shoulders.

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(C)
PUBLIC LAW 91-190

REASSESSMENT OF ENVIRONMENTAL IMPACTS

PROJECT F-325(-)

RICKREALL-INDEPENDENCE JUNCTION SECTION

WILLAMINA-SALEM HIGHWAY (ROUTE 22)

POLK COUNTY, OREGON

This project received design approval January 8, 1970, and in accordance with paragraph 5, subsections B and C of PPM 90-1, a reassessment of environmental impacts is presented.

The purpose of this document is to assess the environmental impacts of the proposed project, and to isolate those impacts that are considered unavoidable in order to document the necessary steps taken to minimize those impacts. The project history and purpose is also presented including the status of development such as purchase of right-of-way, extent of relocation of individuals and businesses, and those design features advanced to minimize adverse environmental impacts.

A corridor public hearing was held March 6, 1969 in the Polk County Courthouse, Dallas, Oregon, and two corridors were presented for discussion. Corridor No. 1 being approximately 2,000 feet north and generally parallel to the existing highway from the west termini to Oak Knoll Golf Course, and then along the existing highway to Independence Junction. Corridor No. 2 was generally coincident with the existing highway between the same termini. Corridor No. 1 was favored by the majority

of those presenting testimony for the hearing. Reservations were expressed by individuals whose property would be severed by this proposal.

A design public hearing was held August 6, 1969 in the Polk County Courthouse and the proposed project within Corridor No. 1 was presented. There was no opposition expressed at the hearing.

DESCRIPTION AND PURPOSE OF PROPOSAL

Design approval is for the relocation and construction of 5.3 miles of highway from northwesterly of the Community of Rickreall to the junction of Independence Highway. Typically, the road design will be four 12-foot travel lanes with a 16-foot median and 10-foot paved shoulders. This project will extend the existing 4 lanes and 16-foot median section, as it now exists from Independence Junction to Salem, to a new junction with the Willamina-Salem Highway and the Dallas Highway northwest of Rickreall.

The purpose of this project is to replace the existing 2-lane highway with its substandard alignment and unsafe stopping sight distances with a facility designed to present standards and a capacity to handle a 15,300 average daily traffic projected for 1992.

This new highway will bypass communities of Rickreall and Derry to the north and rejoin the old highway near the Oak Knoll Golf Course. With a new alignment a longer tangent is possible that will increase capacity, mobility and motorists' safety. The new alignment will also eliminate a curve locally known as Deadman's Curve.

The section of existing highway from Oak Knoll Golf Course to the more recently constructed section west of Rickreall is narrow with poor horizontal and vertical alignment. A section of the highway west of the Baskett Slough Bridge is subject to flooding on an average of about once every five years. Baskett Slough Bridge is dangerous as it is on a sharp, relatively flat curve, and is hazardous under wet or frosty conditions.

This section passes through agricultural lands and two small local communities. The heavy through traffic mixed with local business and agricultural traffic is not desirable. At Derry, one of the small communities, traffic is congested because of a restricted speed zone and an at-grade railroad crossing. The new highway will allow the through traffic to bypass these situations while many short local trips will continue utilizing the old highway.

PROBABLE IMPACT OF PROJECT ON ENVIRONMENT

From the beginning of the project northwesterly of Rickreall to the point where the new alignment rejoins the existing highway in the vicinity of the Oak Knoll Golf Course all new rights-of-way are required. This area is predominately cultivated agricultural lands and pastures. The cultivated crops grown in the project area are mainly cereal grains, hay, and grass seed. Pasture lands are utilized by the several dairy farms operating in the area.

The communities of Rickreall and Derry are within the project area and are served by the existing highway. In addition, Pacific Highway 99W

serves Rickreall and the West Side Branch of the Pacific Transportation Company Railroad serves the Community of Derry. Derry is primarily a farm-oriented business complex consisting of farm cooperative markets and grain elevators. Rickreall is more of a self-contained small town with service stations, restaurant, grocery store and farm equipment sales and service. There is also a small plant manufacturing decorative candles for local sale and other retail and wholesale outlets.

From Oak Knoll Golf Course to the easterly end of the project at Independence Junction, the new alignment generally parallels the existing highway on the southerly side and will require some right-of-way for widening and minor realignment.

Primary drainage for the area north of the project is provided by Baskett Slough. The new alignment will cross the Baskett Slough outlet approximately 2,000 feet northerly of its confluence with Rickreall Creek. An extensive hydraulic study of this area has been conducted, and the proposed channel change and structure for the slough crossing has been designed for a 50-year flood frequency discharge.

Right-of-way acquisition includes 12 single family homes, 1 mobile home, 1 combination grocery store and service station, and 136 acres of farmland. Thirty-eight individuals have been displaced and are relocated. Eleven houses, the combination grocery store and service station, and the farmland have been purchased. One house and property is under condemnation

to clear title. Ten houses, the mobile home, and the service station have been moved or demolished; two houses are yet to be disposed of. Ten farms have been severed by the right-of-way. The smallest farm acreage severed leaves 0.9 of an acre separated from a 12.4-acre remainder. The next larger parcel of land to be severed has 19.5 acres remaining on the northerly side of the right-of-way and 7.5 acres on the southerly side. The largest parcel of land to be severed has 170 acres remaining on the northerly side and 145 acres on the southerly side. This particular property is being operated as a dairy with about 250 head of dairy stock maintained on the premises.

There has been 136 acres of farmland plus 14 homesites and their demolished improvements removed from the ad valorem tax rolls of Polk County. The assessed valuation of this property was $180,202.00. In addition, crop production from these 136 acres of farmland will be lost for the life of the project. It has been determined that it would be impractical for the one business displaced by right-of-way acquisition to relocate. In lieu of moving expense payments, a displaced or discontinued business or farm operation may, under certain conditions, elect to receive an amount equal to the average annual net earnings of the business or farm operation during the two tax years immediately preceding the year in which such business or farm operation is displaced. The payment cannot exceed $10,000 and will not be less than $2,500. In this particular instance a sum of $8,007.50 was paid to the owner/operators of the business as compensation for the loss of their source of income.

This project does not include any publicly owned recreation areas, parks, wildlife refuges, or game management areas, nor are there any registered historical sites involved.

STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

All lands and improvements required for right-of-way have been purchased at fair market price, or at a price set by condemnation procedures. Relocation assistance has been provided or offered to all persons required to be relocated. Right of access has been granted in all places where access now exists, and severed properties have been granted farm crossings and access to remaining lands on the northerly side of the proposed facility so that no parcel of land has been landlocked. A stock and equipment pass will be constructed for the movement of dairy cattle in the one area where right-of-way taking has severed pasture and croplands from the milking parlor and loafing barns of a dairy operation.

Construction of a channel change at Baskett Slough will be in accordance with standards and specifications as set forth in the Removal-Fill Permit issued to the contractor by the State Land Board. This permit is granted after coordination with the State Fish and Game Commissions, and other interested agencies. In addition, water quality is assured by the enforcement of standard specifications, on all highway projects, which prohibit the release or loss of chemical or petroleum products into the water and require the contractor to conduct his operations in conformity to the

applicable sections of ORS Chapter 449, laws thereof, and all regulations of the State Sanitary Authority or other agencies of the Federal or State agencies, as well as ordinances or resolutions enacted or adopted by local authorities. These regulations further require that the contractor shall exercise every reasonable precaution throughout the life of the contract to prevent, control, and abate siltation, sedimentation, and pollution of all waters of the State (subsection 107.08).

The section of existing highway from Oak Knoll Golf Course to Dallas Junction that will be bypassed by the new alignment will be relinquished to the jurisdiction of Polk County and at-grade connections to the new facility will be maintained. At-grade connections will be constructed where the new alignment intersects existing county roads and Highway 99W. There will be a grade separation structure over the West Side Branch of the Pacific Transportation Company Railroad. Right-of-way has been acquired to construct an interchange at the Highway 99W crossing at some future date. Bypassing the commercial complex at Derry will be a significant impact to the area as the business enterprises depend upon local trade for their economic stability. Construction of a new highway for through traffic will improve mobility and safety for local traffic in what is now a congested speed-restricted zone.

Service-oriented businesses in Rickreall depend partially upon highway traffic for customer exposure as well as local customers for

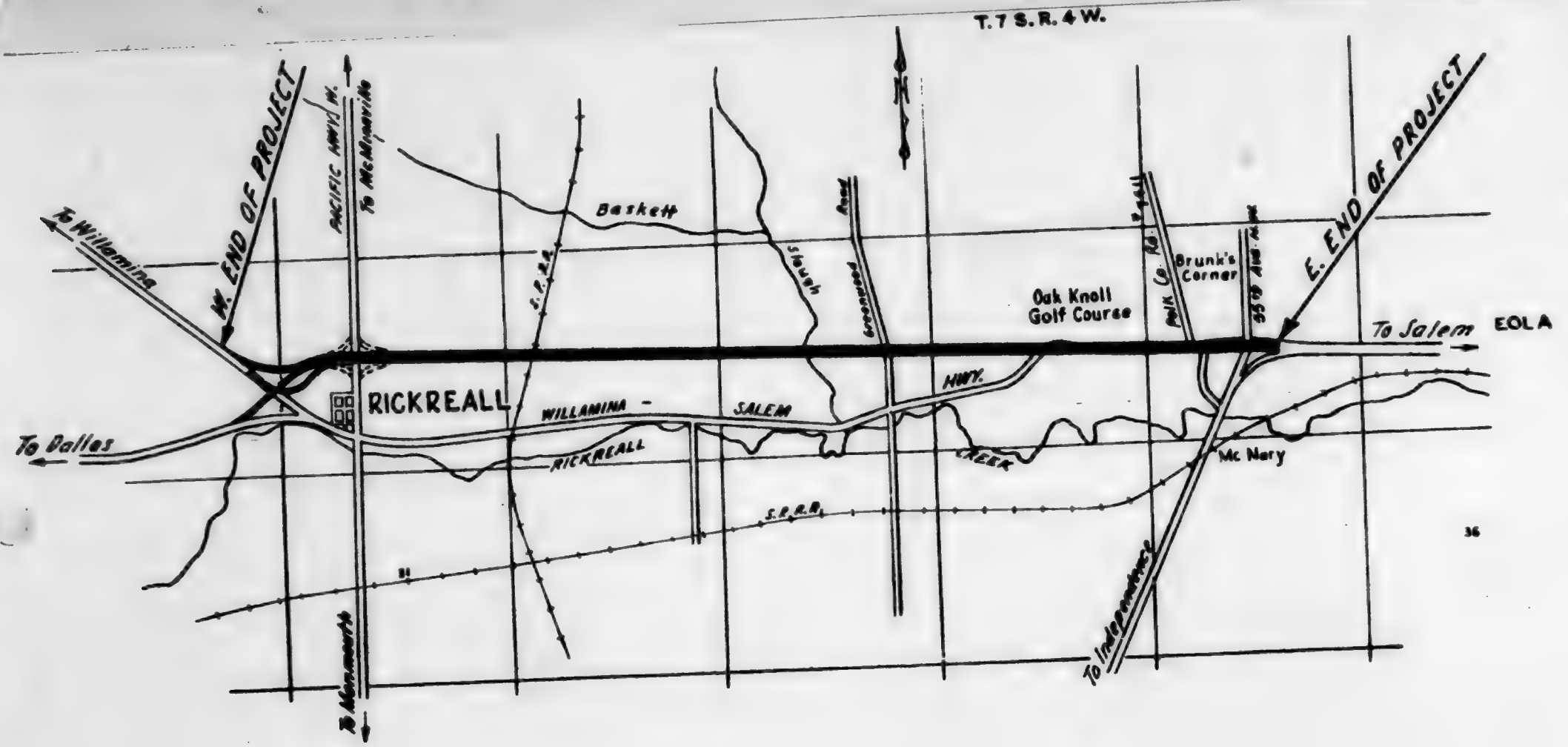
economic stability. However, the service stations, candle shop, and grocery store will have exposure to either Highway 99W or remaining traffic on the existing highway.

There will be a significant change in the noise impact and the ambient air quality for local residents as the traffic volume on the bypassed portion of the existing highway drops from the present daily average of 7,600 vehicles to an estimated average of 400 vehicles per day. Smoother traffic flow and higher speeds on the new alignment will reduce most automotive emissions so that the total emissions for the two highways will be less than the total emissions of the existing facility.

Contour grading, seeding, mulching and landscape planting for erosion control and visual improvement of roadside slopes will be another method of minimizing unavoidable environmental impacts of new construction.

It is our conclusion, therefore, that the development of this proposal has been conducted according to current standards and laws conceived to ensure environmental considerations, and that every step to minimize adverse effects has been exercised by the responsible officials.

EW:bb
3-9-72



SKETCH MAP

RICKREALL - INDEPENDENCE JCT. SECTION

WILLAMINA - SALEM HIGHWAY

POLK COUNTY

RECEIVED
MAR 23 1972
FOR FILING

7779

March 22, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
P. O. Box 300
salem, Oregon 97308

FROM George H. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

SUBJECT Project F-RF-325(7)
Program Data

We are submitting program data for one jointly financed Primary-Rural Primary Project No. F-RF-325(7), Item No. 520 (Primary) and Item No. 4 (Rural Primary) which we desire to have included in the Federal-aid Primary and Rural Primary Highway Programs.

It is our present intention to receive bids for this project on April 27, 1972.

Enclosed is one copy each of State and District 3 Clearinghouse letters of approval dated April 3, 1970 and August 7, 1970, respectively.

The reassessment for environmental impact according to the requirements of PPM 90-1 is being resubmitted as a separate action.

Enclosures

JG:js

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

3/22/72

FEDERAL-A

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
0	ADT	7,600	14,600	92	10	Oregon	35	012	520

I. Projects Only

DV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
					F-RF-	325	(7)		

COUNTY NAME: Polk — CODE: 053

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. P — FEDERAL-AID: 47 — STATE: 30 — U.S.:

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr., Dr., 4-12' lanes H.T. pave. with 10' shldrs., 16' median, 2 strs. (L 303'), illum. & traffic signal. RR protective service.
(1.85) 3.25	(1,817,015 Rural Primary) 3,182,985	2,022,785	1,160,200		ROW - 160' min.; Access Control - partial; Parking Restrictions - none.
(1.85) 3.25	(1,817,015) 3,182,985	2,022,785	1,160,200		

REMARKS: Additional Data: Item No. 4, Project No. RF-F-325(7). This project is jointly financed using Primary and Rural Primary Federal funds. The overall length of the project is 5.10 mi. and is split between F & RF funds on the basis of percentage of RF funds available.

-over-

USCOMM DUSCOMM-DC 48908-P61

Existing Facility

Proposed Facility - location only
Traveled Way:
Roadway - 2 - 10' lanes bituminous concrete with 6' shoulders.
Structure- Basket Slough Br.; 114' frame trestle; H.C. 26'-10".

Adjacent Sections

West End - 2 - 11' lanes bituminous concrete with 8' shoulders.
East End - 4 - 12' lanes bituminous concrete with 10' shoulders and 16' median.

Project Data

The project consists of the following:

Roadway - Grade and drain four 12' lanes high-type pavement (type code 6203/4) with 10' shoulders and 16' median. Construct concrete curbs and bicycle/pedestrian walks adjacent to the shoulder on both sides of the roadway on the easterly 0.89 miles of project. Install illumination as necessary at Dallas Jct. and traffic signals at junction of 99W. Provide railroad protective service.

Structures-

M.P.	Description	Type Code	Est. Cost
0.00	Westerly end of project		
1.48	Derry O'xing; Br. No. 9872; hwy. over railroad; prestressed beams; L. 183'; H.C. 88'.	X181	$300,000
2.85	Baskett Slough; Br. No. 351A; hwy. over waterway; reinf. conc. slab span; L. 120'; H.C. 88'.	X020	214,000
	Str. Total Estimate		$514,000

E JCT. SECTION

NOTE: The necessary landscaping, grade separation strs., ramps, etc., to complete the ultimate facility for this section will be done under a separate project or projects in the future as stage construction. The requirements of PPM 20-8, PPM 90-1 and IM 50-1-70 complied with on this section of highway includes all the elements necessary to complete this section even though some elements of the work are accomplished later under a separate project or projects.

Railroad Crossing Data

Name	Southern Pacific Transportation Compa
No. of Tracks	One
No. of Trains	Five per day
No. of High Speed Trains	None
Existing Protection	No existing crossing
Proposed Protection	Overcrossing structure
Railroad Benefit:	None

System Action, Airports, Water Development, Historical and Recreational Areas: None involved.

Environmental Statement: The reassessment for environmental impact according to the requirement of PPM 90-1 is being resubmitted as a separate action.

Clearinghouse: State and District 3 Clearinghouse approval letters dated April 3, 1970 and August 7, 1970, respectively.

Public Hearing: Corridor and design held March 6, 1969 and August 6, 1969, respectively.

Location/Design Approval: FHWA granted location approval under memorandum of June 5, 1969 and design approval under memorandum of January 8, 1970.

NOTE: On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

3-22-72

FEDERAL-AID (PR

CARD 2 — REPORT NUMBER: 1 (19)(20) — PROJECT LOCATION (45 typewriter spaces): SR 22 0.6 mi. W. of Rickreall, E. 5.10 mi. 21 68 — ADT — PRESENT: 7,600 — FUTURE: 14,600 (66)(70)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., H.T. Pave & 2 Str. 28 62 — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(68) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)(73) — PL. (74) — COUNTY NAME

CARD 4 — CLASS OF FEDERAL FUNDS: Rural Primary — ROUTE NO. P — FEDERA — NAME OF URBAN AREA 17-31 — ESTIMATED PROJE

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUN (67)
1	(1-4-18)	(19)	41	42	43 46	53	SR 22 0.6 mile west of Rickreall, east 5.10 miles			
5					PE					
5					ROW					
5					CONST (CODE)		"Rickreall-Independence Jct. Section"	(3.25)	(3,182,985 Primary)	
								1.85	1,817,015	1,154,7
							PROJECT TOTALS	(3.25)	(3,182,985)	
								1.85	1,817,015	1,154,7

CARD 1 — CODE 1 — PREPARED BY

1 — 14 — PROGRAM APPROVAL DATES

(16) (23)(24)

F-RF-325(7). This project i
funds. The overall length o
funds on the basis of percen

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
i.	ADT	7,600	14,600	92	10	Oregon	35	073	4
65			(66)	(70) (71) (72)			(2) (3)	(4) (9)	(14) (18)

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(68)	(70)	(71)	(72) (73)	(74) (75)	RF-F-	325	(7)	(24) (26)	27
					14 23	7	13		

COUNTY NAME: Polk — CODE: 053 (14) (16)

ROUTE NO. P — FEDERAL-AID: 47 (32) — STATE: 30 (36) (37) — U.S.: (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

ESTIMATED PROJECT COST BY PHASES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(58) (59)	(66) (67) (76)				
					Gr., Dr., 4-12' lanes H.T. pave. with 10' shldrs., 16' median, 2 strs. (L 303'), illum. & traffic signal. RR protective service.
5)	(3,182,985 Primary)				ROW - 160' min.; Access Control - partial; Parking Restrictions - none.
5	1,817,015	1,154,713	662,302		
5)	(3,182,985)				
	1,817,015	1,154,713	662,302		
(10)		(23) (24)	(33)		

REMARKS: Additional Data: Item No. 520, Project No. F-RF-325(7). This project is jointly financed using Rural Primary and Primary Federal funds. The overall length of the project is 5.10 miles and is split between RF & F funds on the basis of percentage of RF funds available.

-over-

USCOMM DUSCOMM-DC 48905-P61

Existing Facility

Proposed Facility - location only
Traveled Way:
Roadway - 2 - 10' lanes bituminous concrete with 6' shoulders.
Structure- Basket Slough Br.; 114' frame trestle; H.C. 26'-10".

Adjacent Sections

West End - 2 - 11' lanes bituminous concrete with 8' shoulders.
East End - 4 - 12' lanes bituminous concrete with 10' shoulders and 16' median.

Project Data

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Structures-

M.P.	Description	Type Code	Est. Cost
0.00	Westerly end of project		
1.48	Derry O'xing; Br. No. 9872; hwy. over railroad; prestressed beams; L. 183'; H.C. 88'.	X181	$300,000
2.85	Basket Slough; Br. No. 351A; hwy. over waterway; reinf. conc. slab span; L. 120'; H.C. 88'.	X020	214,000
	Str. Total Estimate		$514,000

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$300,000

214,000

$514,000

NOTE: The necessary landscaping, grade separation strs., ramps, etc., to complete the ultimate facility for this section will be done under a separate project or projects in the future as stage construction. The requirements of PPM 20-8, PPM 90-1 and IM 50-1-70 complied with on this section of highway includes all the elements necessary to complete this section even though some elements of the work are accomplished later under a separate project or projects.

Railroad Crossing Data

Name:	Southern Pacific Transportation Compa.
No. of Tracks:	One
No. of Trains:	Five per day
No. of High Speed Trains:	None
Existing Protection:	No existing crossing
Proposed Protection:	Overcrossing structure
Railroad Benefit:	None

System Action, Airports, Water Development, Historical and Recreational Areas: None involved.

Environmental Statement: The reassessment for environmental impact according to the requirement of PPM 90-1 is being resubmitted as a separate action.

Clearinghouse: State and District 3 Clearinghouse approval letters dated April 3, 1970 and August 7, 1970, respectively.

Public Hearing: Corridor and design held March 6, 1969 and August 6, 1969, respectively.

Location/Design Approval: FHWA granted location approval under memorandum of June 5, 1969 and design approval under memorandum of January 8, 1970.

NOTE: On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

STATE OF OREGON 1859 7779

TOM MCCALL GOVERNOR

A. Olson
Terpin
Scott
Trout

RECEIVED
MAR 20 1972
DESIGN SECTION

Requires Reply
Requires Approval
Return To
Bring Up ___/___/___
Other

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

March 17, 1972

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

cc: E. S. Hunter
L. H. Young
W. J. Hart (3)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (3)
W. E. Schwartz (2)
J. B. Boyd (4)

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

We have reviewed the preliminary plans for the following projects:

1. Ladd Canyon-North Powder Section
Old Oregon Trail Highway, Union County
2. Sodaville Road-Vail Creek Section
Santiam Highway, Linn County
3. Rickreall-Independence Junction Section
Willamina-Salem Highway, Polk County

NOTED
E. S. HUNTER

There will be no problems with wildlife protection on the Ladd Canyon project.

The gradient and channel change on Vail Creek Section is satisfactory.

No problems are anticipated on the Rickreall-Independence Junction Section.

Thank you for requesting our comments.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

RECEIVED
MAR 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js

cc: Dir. FCO

RECEIVED
MAR 1 - 1972
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 4, 1972

In reply refer to: 10-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-325(-)
Rickreall - Independence Junction Section
Willamina - Salem Highway
Dallas Junction Interchange

The revised layout sheet dated January 25 for subject interchange has been reviewed and the following comments are presented for your consideration:

1. The interchange previously approved by this office is considered desirable and its construction is considered essential for proper safety and operation of the proposed facility.

2. If it is not possible, because of funding, to complete the combination U.S. 99W and Dallas Junction interchange at this time then the Dallas Junction ramps and separation structure should be constructed initially with provisions for future construction of the U.S. 99W ramps and separation structure. A signalized at-grade intersection at U.S. 99W would serve until funds were available to complete the interchange.

3. If at-grade intersections are constructed at Dallas Junction and U.S. 99W it is recommended that a conventional "T" intersection be designed and constructed at Dallas Junction and that both intersections be signalized.

4. Construction of the proposed six-legged intersection as depicted in your January 25 layout is not recommended. A facility of this type would not be conducive to safety, and would create operational problems which should be avoided where other alternatives are available.

RECEIVED
FEB 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

3-1-72 Hall Re-submit using attached approved plan ESH

FBS Discuss

original to Frank Hall 3-1-72

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FOR FILING

Southern Pacific
Transportation Company

One Market Street • San Francisco, California 94105

H. M. WILLIAMSON
CHIEF ENGINEER-SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER

7779

February 1, 1972

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES-SYSTEM
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. F. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO

NOTED
F. B. KLABOE

911673/323
0-0-69-1

Mr. George M. Baldwin (2)
Administrator of Highways
Oregon State Highway Division
Salem, Oregon 97310

Attn: Mr. T. W. Litchfield-Railroad and Utility Engineer

Dear Sir:

This has reference to your letter of January 25, 1972, file Preliminary Plans, Rickreall - Independence Junction Section, Willamina - Salem Highway Polk County, furnishing for our review and approval set of grading and structure plans covering subject project.

Insofar as Railroad is concerned we find the plans satisfactory and our approval is indicated on such attached herewith.

Yours very truly,

attach:

H. M. Williamson

COPIES TO:

FB KLABOE
AE JOHNSON
LH YOUNG
WJ HART - W/APPROVED PLANS
JL SOLLIS
JB BOYD
FW SUGNET

Routing
Keasey — Pease
Bond — Glenn
Walker — Litchfield
Johnsen — Berg

RECEIVED
FEB 3 1972
CONSTRUCTION SECTION

RECEIVED
FEB 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 5 - 1972
ON FILING

7779

Salem, Oregon
JJanuary 3, 1972

Mr. E. S. Hunter
Assistant State Highway Engineer

BUILDING

Reassessment of Impact
Rickreall-Independence Jct.
Willamina-Salem Highway
Polk County, Oregon

The subject environmental statement in the form of a reassessment has been reviewed by the Environmental Study Committee and determined to adequately cover the social, economic and environmental aspects of the project.

If you agree, please sign three copies and return same to this office for submission to FHWA for concurrance.

ORIGINAL SIGNED BY
R. D. ASBURRY

R. D. Ashurry
Assistant Program & Planning Engineer

CAP:dg

Attachment

cc V. D. Wolfe
F. L. Hall
W. H. Tebeau
B. L. Gifford

RECEIVED
JAN 14 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

2779

December 29, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Reassessment of Impact
Project F-325(-)
Rickreall-Independence Jct.
Willamina-Salem Highway
Polk County, Oregon

Dear Sir:

The above-mentioned section received design approval January 8, 1970, thereby placing it in the period of requiring a written reassessment of the environmental impacts.

The Willamina-Salem Highway is important to the Mid-Willamette Valley since it serves as a direct route to the Oregon Coast. This proposed section relocates and upgrades the present facility to current standards by replacing a substandard section of road. This new facility will provide for high-volume traffic with greater safety and mobility.

This project starts northwest of Rickreall and heads in an easterly direction to Independence Junction, covering approximately 5.3 miles. The proposed facility will consist of four 12-foot lanes, a 16-foot median and 10-foot shoulders. The new road will be primarily located north of and parallel to the present highway from Rickreall to near the Oak Knoll Golf Course. The balance of the improvement follows basically the present alignment for a distance of about one mile. There will be at-grade crossings at three county roads and at the Pacific Highway West (ORE 99W), however, right-of-way acquisition and plans provide for future grade separation structure and an interchange at ORE 99W. There will be a grade separation structure over the main line of the West Side Branch of the Pacific Transportation Company.

The acquisition of right-of-way is completed with the exception of one property for which clear title has not been acquired. Adjudication by the courts will be necessary for proper conveyance of this title to the Highway Division. All displacees have been relocated except one. This one property owner has sold but is currently renting from the Highway Division. Relocation assistance has been offered but he has refused to accept this assistance to date.

Jurisdiction of the abandoned portion of the present highway will be transferred to Polk County upon completion of the new section. All residential and farm units along the present highway will retain their existing accesses.

A corridor public hearing was held March 6, 1969, followed by a design public hearing August 6, 1969. Both were held in the Polk County Courthouse, Dallas, Oregon.

The proposal under discussion was favored at the corridor public hearing with reservations expressed by individuals whose property would be severed by the new location. There was no opposition at the design public hearing.

The acquisition of property, namely farmland, and relocation of people in this section are the adverse impacts of this project. Payment of fair market value and other costs of conveying real estate and relocation assistance have been applied throughout the project in a manner consistent with current policies and regulations. Additional features, such as landscape plantings, contour grading, seeding and mulching will be accomplished.

It is our conclusion, therefore, that the development of this proposal has been conducted according to current standards and laws conceived to ensure environmental considerations, and that every step to minimize those adverse effect has been exercised by

the responsible officials. Your concurrence is respectfully requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By E. S. Hunter

E. S. Hunter
Assistant State Highway Engineer

Endorsement to Oregon State
Highway Division

Concur _____ Date _____
Division Engineer

DH:bb

cc: G. M. Baldwin
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. L. Hall
R. N. Chase
J. B. Boyd

RECEIVED
JAN 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 29 1971

NOTED
F. B. K.

7779

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Rickreall - Independence Jct.
Highway: Willamina-Salem (FAR 47)
County: Polk
Prefix: 27-1493

Res. Engr.: R. M. Harris
Approx. Length: 4.43 miles
Sta. 856+ to Sta. 1090+
Date: December 9, 1971

Mean Truck A.D.T. 799
Traffic Coefficient 9.7
18 kip s. a. per day 243.7

Annual Precipitation 49"± (Dallas)
Frost Penetration - - - -
CBR Total Requirement 33.0"

(1)

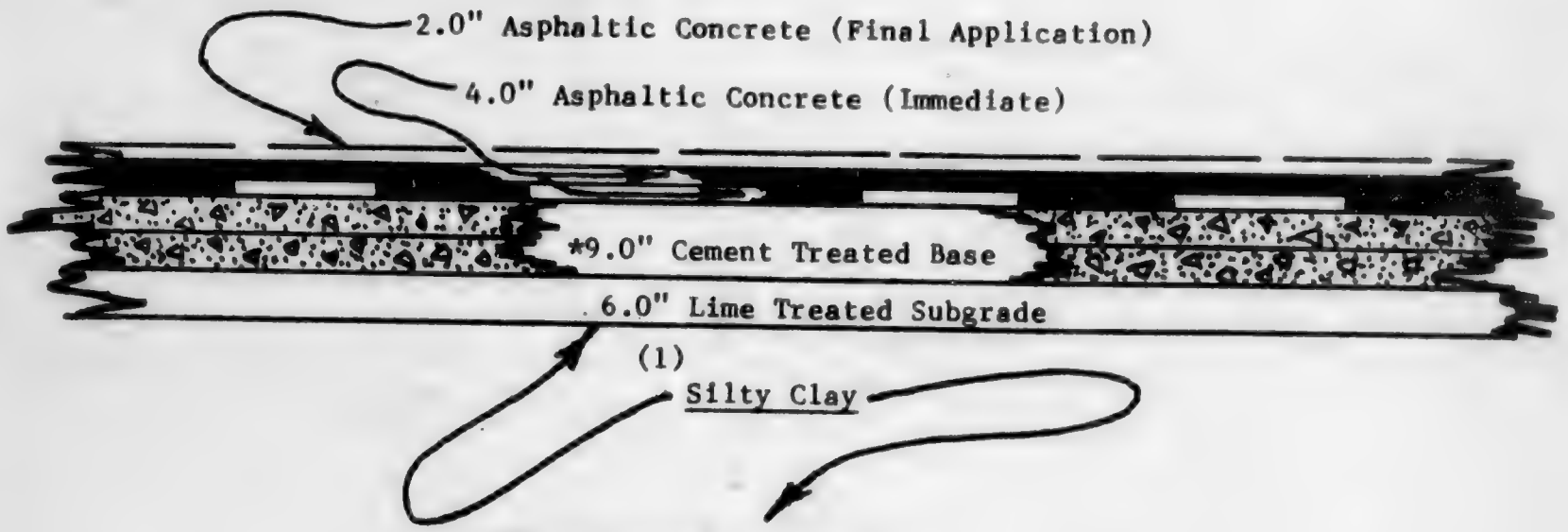
Typical Soil	
42	LL
17	PI
95	%P 10
85	%P 200
5	% Gravel
3	% C Sand
7	% F Sand
49	% Silt
36	% Clay
4	R Value
A-7-6	AASHO Classif.

Materials Source:

To be determined
by the Engineer.

Credit	*Actual Thick.*	*Component*
4.0"	2.0"	A.C. (F.A.)
8.0"	4.0"	A.C. (I.)
16.0"	9.0"	C.T.B.
5.0"	6.0"	L.T.S.
33.0"	21.0"	

STRUCTURAL SECTION



*To be placed in two lifts.

Submitted by _____ Base Design Engineer

Recommended by _____ Engineer of Materials and Research

Recommended by _____ Location Engineer

Approved by _____ Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

STRUCTURAL SECTION

Credit	Actual Thick.	Component

STRUCTURAL SECTION

Credit	Actual Thick.	Component

SECTION: Rickreall-Independence Jct.

HIGHWAY: Willamina-Salem (FAR 47)

COUNTY: Polk

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	CTB	*Aggregate Base*	*1.0"-0 Aggregate Base*	LTS	*"CBE" Total Requirement*	*Actual Thickness*
8.0 - 9.0	3.5"	4.0"	---	10.0"	6.0"	29.0"	23.5"
7.0 - 8.0	3.5"	4.0"	---	6.5"	6.0"	25.5"	20.0"
6.0 - 7.0	3.0"	---	---	11.0"	6.0"	22.0"	20.0"
4.8 - 6.0	2.0"	---	---	9.5"	6.0"	18.5"	17.5"
Cars Only	2.0"	---	---	4.5"	6.0"	13.5"	12.5"

Remarks:

1.0"-0 Aggregate Base has been recommended as the purchasing and placing of a one-size course is more economical.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8"	Aggregate Base
1.0"	Cement Treated Base	= 1.8"	Aggregate Base
1.0"	Oil Mat	= 1.1"	Aggregate Base
1.0"	Aggregate Subbase	= 0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	= 0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Rickreall-Independence Jct.

HIGHWAY: Willamina-Salem (FAR 47)

COUNTY: Polk

6850 Present ADT (1971)

8 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	248	1.9	471	360	450	162,000
3	135	1.9	257	196	1000	196,000
4	15	1.9	29	22	1250	27,500
5	150	1.9	285	218	3180	693,240
6	2	1.9	4	3	2570	7,710
				799	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,086,450

TWENTY YEAR EWL 21,729,000

TRAFFIC COEFFICIENT 9.7

SECTION: Rickreall-Independence Jct.

HIGHWAY: Willamina-Salem (FAR 47)

COUNTY: Polk

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A. C., P.C.C., & Oil.
7. Stage Construction: Part of Design. See Remarks.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

Asphaltic Concrete was selected as it is most suitable for stage construction. Minor settlement is anticipated on the fill sections, and for ease of restoration in these areas, A.C. is recommended.

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DEC 21 1971
FOR FILING

2779

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 7, 1971

SUBJECT:
Traffic Signals & Illumination
Rickreall-Independence Jct.Section
Willamina-Salem Highway

To: F. B. Klaboe
Asst. State Highway Engineer

B U I L D I N G

There is attached a copy of the Title Sheet for the above project. The question arises as to the need for traffic signals and illumination on this section.

The new highway will cross the Pacific Highway West at-grade. Left-turn refuges will be provided on the Willamina-Salem Highway. The present junction of these two highways is signalized, and it is recommended that five-phase, fully-actuated traffic signals be installed at the new intersection. The estimated cost is $30,000.00.

In regard to illumination, the geometrics of the interchange are relatively simple. However, approach speeds from the northwest are extremely high. For this reason, it is recommended that this interchange and the highway junction be illuminated.

If you approve of the above recommendations, I will arrange for the Bridge Section to prepare the illumination plans, and for this section to prepare the plans for the traffic signal installation.

NOTED
F. B. KLABOE

L. E. George
Operations Engineer

VPJ:pb

Attached

Approved 12-20-71
Asst. State Hwy. Engr

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DEC 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 23 1971
FORM E-30

Fwd. Filing
2777

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 22, 1971

SUBJECT: Sign Study Plans and Standard Drawings

To:
Mr. F. B. Crandall
Traffic Engineer

BUILDING

NOTED
A. E. JOHNSON

With the increasing demand of meeting the schedule of contract lettings and the limited number of experienced people, it is very important that we receive completely signed approved study plans no later than twelve (12) weeks prior to the contract letting date. Preliminary sign study plans should be submitted to this office as soon as available, preferably right after they have been approved by Mr. Gix.

To date on the January 27, 1972, letting we have preliminary sign study plans on all applicable projects. We, however, do not have any fully approved sign study plans.

For the February 24, 1972, letting we presently do not have any sign study plans.

For the March 30, 1972, letting we have preliminary sign study plans for Ladd Canyon-N. Powder Section and Boring Road Interchange Section and a fully approved sign study plan for Rickreall-Independence Jct. Section. We do not have a sign study plan for the Jantzen Beach Interchange-Columbia Slough Bridge Section.

Previous experience has shown that the lack of a fully approved sign study plan may lead to major signing revisions after the contract is awarded. Time spent revising a contracted project takes valuable time which should be used on the next letting. Securing all approvals on the sign study plan by the twelfth week should eliminate most of these changes.

Also, please place us on your distribution list to receive all revised and new standard sign drawings so that the latest design and details may be incorporated into the projects.

RECEIVED
NOV 22 1971
OFFICE OF

Walter J. Hart
Bridge Administration Engineer

WJH:dh
cc A. E. Johnson
Fred Klaboe

RECEIVED
AUG 26 1971

LEE JOHNSON
ATTORNEY GENERAL

FOR FILING
JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

2229

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

August 24, 1971

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

Mr. Diarmuid F. O'Scannlain
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Derry Overcrossing of Southern Pacific
Transportation Company
SXF 529 PUX 767

Dear Mr. O'Scannlain:

Please find enclosed, an original and five copies of prints number 24399 and 24498, which have been revised as of July 15, 1971. The affect of these revisions is to increase the roadway width and change the grade line slightly. The clearances will still be in excess of those required by the Public Utility Commissioner, and there are no other changes in the construction plans.

Two copies of these plans are for your use, one copy for service upon Polk County, and two copies for service upon Southern Pacific Transportation Company.

Attached, please find a letter dated August 18, 1971, from the Southern Pacific Transportation Company indicating their approval of the change in plans.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:mjg
Enclosures
cc- Tom Edwards
F. B. Klaboe
Ivan D. Merchant
R. L. Porter
Frank D. Morgan
T. W. Litchfield

NOTED
R. L. PORTER

RECEIVED
AUG 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 3 1971
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: August 3, 1971

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-325(-)
Rickreall-Independence Junction Section
Construction Bridge Plan Review
Bridge Nos. 315-A, 9872, 9890

The subject bridge plans have been reviewed and we have the following comments:

1. Proprietary items should not be shown on the plans. Exceptions to this are noted in PPM 20-6.3. The use of proprietary bearing devices can be accepted under this PPM provided that they are included as part of the State-wide experimental bridge bearing study.

2. Show deck seal treatment for all three bridges.

8-6-71
ding to Merchant

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AUG 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

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JUN 24 1971
FOR FILING

7779

Salem, Oregon
June 23, 1971

F. B. Klaboe
Assistant State Highway Engineer

The matter of the Independence Junction-Rickreall improvement was discussed with the Commission.

Inasmuch as the drain on funding for the Salem development program will not be necessary prior to 1975, the decision was to proceed with the above project in the normal program fashion.

Tom Edwards
Deputy State Highway Engineer

TE:ja

cc R.L. Porter
V. D. Wolfe

RECEIVED
MAY 13 1971
FOR FILING

7729

May 13, 1971

The Honorable Norman R. Howard
State Representative
House of Representatives
Room 18-M, State Capitol
Salem, Oregon 97310

4149

Dear Mr. Howard:

This is in reply to your request for information concerning the highway drainage and construction on the Rickreall-Independence Junction Section of the Willamina-Salem Highway across the Thelma Luscher property.

The proposed facility is a four-lane section with sixteen-foot median lane and ten-foot shoulders. There will be a road connection constructed to Greenwood Road which is located at the westerly property line of the Luscher property for which left-turn lanes will be provided. It will be constructed on a low embankment with a maximum height of four or five feet.

Since drainage of the natural ground is to the southwest, a special drainage ditch is proposed along the northerly side of the highway, inside highway right-of-way, to carry the runoff westerly to existing drainage along Greenwood Road. There are to be no culverts crossing the highway.

If anything further is needed, please let us know.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ralph Sipprell
Frank Hall
R. D. Asburry

FET:jf sr

555 E. Vine Street
Lebanon, Oregon
April 21, 1971

Mr. Bernard Byers, Representative
Salem, Oregon

Dear Bud,
Some time has passed since the dinner in Albany; at which time, Representative Howard said if I would send the description of my farm property to you, he would get information from the Highway Department on the type of construction that was to be put through my property in Polk County. I was concerned about the drainage that would be used. I did not want the highway to allow all the water to flow on my land.

Anything that he can learn for me, I will be deeply appreciative to you and to him.

I am taking the description from the paper that was forwarded to me by the highway office.

Thank you very much.

Most sincerely,

Thelma Lippcher

File 43230
JS 1-14-69 9B-5-10
Exhibit A

A parcel of land lying in Sections 27 and 28, Township 7 South, Range 4 West, W.M., Polk County, Oregon; the said parcel being that portion of said sections 27 and 28 lying Easterly of Independence - Bethel County Road No. 747; Westerly of that property described in that deed to O.R. Skopil Jr. et al, recorded in Book 203, Page 294 of Polk County Record of Deeds and included in a strip of land variable in width, lying on each side of the center line of the Willamina - Salem Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station "L2" 990+00, said station being 2566.3 feet North and 1791.5 feet West of the Southeast corner of Section 28, Township 7 South, Range 4 West, W.M.; thence South 85° 52' 30" East 5000 feet to Engineer's center line Station "L2" 1040+00.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
"L2"997+30		"L2"998+30	90 taper to 180	100 taper to 160
"L2"998+30		"L2"999+00	180 taper to 110	160 taper to 80
"L2"999+00		"L2"1000+00	110 taper to 90	80
"L2"1000+00		"L2"1008+00	90	80
"L2"1008+00		"L2"1009+00	90 taper to 100	80
"L2"1009+00		"L2"1012+00	100	80

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 4.1 acres, more or less.

ba/ac

NOTE: Limited to location

Thelma Luscher
555 E. Vine Street
Lebanon, Oregon 97355

RECEIVED
MAR 10 1971
PORTLAND

Southern Pacific Transportation Company

251 Union Station • Portland, Oregon 97209

February 26, 1971

IN REPLY PLEASE REFER TO
GMO 73018

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER
7209

Mr. F. D. Morgan, Construction Engr.
Oregon State Highway Divn.
Highway Bldg.
Salem, Oregon 97310

NOTED
F.B. KLAGGE

Attn: Mr. T. W. Litchfield
Railroad & Utilities Engineer

Dear Sir:

Refer to your letter February 12 transmitting preliminary bridge plans covering Derry Overcrossing on Rickreall-Independence Junction Section of Willamina - Salem Highway.

Request that plans show drainage from structure be located so that it will not flow on to railroad right of way.

With this one correction the plans are satisfactory insofar as Railroad is concerned.

Yours truly,

A W Kilborn

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MAR 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Copies to:
FB Klagge
ID Merchant
FD Morgan
FL Hall
RO Asbury
FW Sugnet

Routing
Morgan
Decker
Bond
Walker
Boehmo
Johnsen
RECEIVED
MAR 2 1971
CONSTRUCTION DIVISION
Peaso
Swan
Glenn
Litchfield
Gallagher
Stein

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7779

HIGHWAY BUILDING • SALEM, OREGON • 97310

Phone 378-6511

TOM McCALL
GOVERNOR

Approved
Asst. State Hwy. Engr.

February 12, 1971

Southern Pacific Transportation Company
One Market Street
San Francisco, California 94105

ATTENTION: Mr. T. H. Kruttschnitt, Jr.

Re: Derry Overcrossing
Rickreall-Independence Junction
Section
Willamina-Salem Highway
Polk County
Your File: 911673/323
0-0-69-1

Gentlemen:

Herewith, for your review and approval, you will find one set of preliminary bridge plans for the above captioned overcrossing. This, coupled with the information transmitted to you with my letter dated December 18, 1970, should provide a complete set of preliminary plans for this project.

Please advise of any changes you wish incorporated in this final construction plan.

At this time, a firm date for the opening of bids for this project has not been established.

As agreed recently with your Mr. Kendrew, you are receiving one set of plans instead of the two sets we have transmitted to you in the past. By copy of this letter, Mr. Kendrew is getting his two sets of plans.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: Southern Pacific Transportation Co.-
Portland, Oregon

F. B. Klaboe
I. D. Merchant
F. L. Hall
R. D. Asburry
F. W. Sugnet

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OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: January 29, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Design Approval under PPM 20-8

Reference is made to Mr. Young's January 13 letter in which he discusses the above subject as it related to a list of 26 Federal-aid projects. With regard to the first point raised in that letter we concur that a design approval for the construction of a section of highway would include all the elements necessary to complete the improvement even though some may be accomplished later under separate contracts. This remains true, however, only if the elements involved are those normally associated with that type of improvement and the proposed improvement remains essentially the same as that originally approved.

We have examined our records for each of the 26 project sections listed in the above-mentioned letter and concur that either design approval has been given or the project had developed beyond design approval stage prior to the effective date of the current PPM 20-8, and no further action is required except as noted below.

In the North Tigard Interchange - South Tigard Interchange Section the area involving the North Tigard Interchange was excluded from design approval.

In addition major revisions under consideration at the Haines Road Interchange may require additional design approval.

2-2-71
REFERRED TO
Asst. State Hwy. Engr.

NOTED
TOM EDWARDS

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FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOV 5 • 1970

OREGON STATE HIGHWAY DIVISION

2279

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 2, 1970

Mr. & Mrs. Joel J. Brateng
P. O. Box 51
Rickreall, Oregon 97371

File 43892
Rickreall - Independence
Junction Section
Willamina - Salem Highway

Dear Mr. & Mrs. Brateng:

This will advise the decision of the appeals board in relation to your appeal hearing held on Wednesday, October 28, 1970.

The board, after reviewing your testimony given at the hearing together with the testimony and exhibits presented by the Right of Way Section personnel, is of the opinion that there has been full compliance with the rules and regulations governing the State's relocation program.

The board finds that no additional monies are due you; therefore, your claim for additional payment is denied.

Very truly yours,

Leonard I. Lindas
Assistant Attorney General
& Counsel

ORIGINAL SIGNED
D. H. MOEHRING

D. H. Moehring
Right of Way Engineer

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NOV 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DHM:JP
cc R. L. Porter
J. J. Smith
Rod J. Henry

Files

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AUG 21 1970
FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1970

RAILROAD COMPANIES
FILE No. 688

To: Mr. Floyd Query
Secretary
State Highway Commission
BUILDING

SUBJECT: R/W File 43234
PUX 767 SXF 529
Construction Agreement and
Indenture
Southern Pacific Transportation Company
Derry Overcrossing
Rickreall-Independence Jct. Section
Willamina-Salem Highway
Polk County

Attached you will find one copy of the subject agreement.

The State's original fully executed counterpart has been handed to Velda DeGuire in Mr. Saling's office for processing, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

F. D. Morgan
Construction Engineer

By: T. W. Litchfield
Railroad & Utility Engineer

TWL:djg
Enclosure

cc: F. B. Klaboe
F. D. Morgan
R. N. Bothman (w/agreement)
R. D. Asburry (w/ 2 agreements)
R. N. Chase (3) (w/agreement)
I. D. Merchant "
V. E. Skoog "
E. F. Saling "
J. L. Sollis "
F. W. Sugnet "

8-26-70
Noted in agreement book from

MOVED
CS HEAD

RECEIVED
JAN 6 - 1971
2279

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

Room 19 ★ Marion County Courthouse, Salem, Oregon 97301 ★ Telephone AC 503/581-1574
W. J. KVARSTEN, *Director*

August 7, 1970

Mr. R. L. Porter
Oregon State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

This letter is to inform you that at its June 9, 1970 meeting the Mid Willamette Valley Council of Governments endorsed the application for federal assistance for highway improvements to the Rickreall to Independence Junction of the Willamina-Salem Highway (ORE 22). The project was found to be consistent with comprehensive planning for the area.

The Council also recommends that a meeting be held to answer the question of further control of access along Greenwood Road at its intersection with the proposed facility. The Council staff is prepared to arrange a meeting with representatives from the following agencies, as recommended by the Council: Highway Division, Polk County Planning Commission, Polk County Board of Commissioners and the Polk County Highway Department.

Yours very truly,

W. J. Kvarsten, Director
Mid Willamette Valley
Council of Governments

MACDONALD/ca

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JAN 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 12 1970
PROGRAM & PLANNING
DIVISION

cc: H. William Barlow, Chairman, Polk County Planning Commission
Henry Hildebrand, Chairman, Polk County Board of Commissioners
J. D. Walker, Director of Public Works, Polk County

cc: 1-5-71
R. E. Simpson, FHWA
F. B. Klaboe
~~D. J. Barbee~~ L. Hall
H. S. Cox
~~R. L. Schroeder~~
R. D. Asburry
F. T. Lacey
R. N. Chase

Yours J Handling
8-11-70

RECEIVED
AUG
OFFICE OF
STATE

Meeting Held - No response

BEN GIFFORD

RECEIVED
JUL 3 - 1970
FOR FILING

7779

July 3, 1970

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the July 7 meeting a construction agreement and indenture from the Southern Pacific Transportation Company providing for the construction of the Derry Overcrossing on the Richreall-Independence Junction Section of the Willamina-Salem Highway in Polk County.

These documents are the standard form of agreement and indenture prepared by the Southern Pacific Transportation Company for overcrossing projects. They provide for the State to reimburse the Railroad for all expenses it incurs as a result of the State's project (which are estimated to be $22,400), to maintain the structure and all other highway facilities at State expense, for the State's contractor to provide the usual insurance, and for the Railroad to maintain its facilities after completion of the construction. The indenture will expire one year from the date it is executed by the State.

I recommend your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (Attn: T. W. Litchfield)
L. H. Young
V. E. Skoog
R. D. Asburry

TWL:ss fn

Order No. 70-498

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-529

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing structure over the tracks and right-of-way of the Southern Pacific Transportation Company known as the Derry Overcrossing Project in the SW¼ NW¼, Section 29, Township 7 South, Range 4 West, Willamette Meridian, Polk County, Oregon

AMENDING ORDER

On June 15, 1970, the State of Oregon, by and through its State Highway Commission, and Southern Pacific Transportation Company duly filed a petition with the commissioner to amend Order No. 70-438, by changing the assessment of the cost of certain segments of the crossing construction authorized in said order.

Petitioners were the only parties assigned financial obligations by Order No. 70-438.

Based upon the joint petition and the files of the commissioner, it is found that the petition should be granted; it is therefore

ORDERED that:

Order No. 70-438 is amended by

(1) Deletion of the following language from Subsection 3 of the order

"...and, if necessary, remove and protect the signal and communications lines during the construction period, and replace in final location upon completion of construction."

(2) Addition of the following language to Subsection 4 of the order

Also, subject to reimbursement by applicant, Southern Pacific Transportation Company, shall, if necessary, remove and protect the signal and communications lines during construction periods, and replace in final location upon completion of construction.

Made, entered and effective JUNE 19 1970.

Ann R. Hiley
Public Utility Commissioner

PUBLIC UTILITY COMMISSIONER OF OREGON

RECEIVED
JUN 17 1970
FOR FILING

0779

June 15, 1970

Board of Commissioners
Polk County
Courthouse
Dallas, Oregon 97338

Attention: Lyn G. Hardy
County Clerk

Gentlemen:

Attached for your information is a copy of "Highway Design Resolution No. 366a" adopted by the Highway Commission on April 21, 1970, covering the Rickreall-Independence Junction Section of the Willamina-Salem Highway in Polk County.

Also attached is a survey design approval map.

Yours very truly,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

ses
Attachments

RECEIVED
MAR 23 1970
FOR FILING

March 20, 1970

Oregon State Highway Commission

Gentlemen:

The survey on the Richreall-Independence Junction Section on the Willamina-Salem Highway in Polk County has been completed. The necessary public hearings have been held and we have received design approval from the Bureau of Public Roads.

This project is 3.5 miles in length. The proposed facility is on new location and will be a four-lane highway with 12-foot travel lanes, variable 4-foot to 16-foot median and 10-foot shoulders. The estimated cost of construction is $6,100,000 and the estimated right-of-way cost is $300,000 for a total estimated cost of $6,400,000.

I recommend survey-design approval of this project and request authority to purchase the necessary rights-of-way. This project is listed on Program XI and finance approval was confirmed December 23, 1969.

This matter will be on the agenda for your consideration at the April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment
cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
D. J. Barbee
F. D. Morgan
D. H. Moehring
V. E. Skoog
R. D. Asburry

BLG:bb sr

Order No. 70-438

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-529

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing structure over the tracks and right-of-way of the Southern Pacific Transportation Company known as the Derry Overcrossing Project in the SW¼ NW¼, Section 29, Township 7 South, Range 4 West, Willamette Meridian, Polk County, Oregon

ORDER

On February 18, 1970, the State of Oregon, by and through its State Highway Commission, duly filed an application with the commissioner seeking authority to construct an overcrossing structure over the tracks and right-of-way of the Southern Pacific Transportation Company, known as the Derry Overcrossing Project in Polk County, Oregon.

Copies of the application were duly served upon the Southern Pacific Transportation Company and the Polk County Board of Commissioners.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the application, the files and field investigation of the commissioner, it is found that the application should be granted upon the following terms and conditions: it is therefore

ORDERED that:

(1) The authority to construct the overcrossing structure as requested herein is hereby granted.

(2) Applicant shall construct and maintain the overcrossing structure and all highway appurtenances thereto, and bear all costs thereof.

(3) Southern Pacific Transportation Company shall maintain the railroad tracks and appurtenances at its own expense and, if necessary, remove and protect the signal and communications lines during the construction period, and replace in final location upon completion of construction.

(4) Southern Pacific Transportation Company shall, subject to reimbursement by the applicant, furnish such preliminary engineering, engineering inspection, watchmen and flagmen services, as may be necessary to protect railroad operations during construction of the project.

Made, entered and effective MAY 27 1970.

Ann R. Haley
Public Utility Commissioner

PUBLIC UTILITY COMMISSIONER OF OREGON

RECEIVED
MAY 20 1970
FILING
2779

May 19, 1970

Mr. W. J. Kvarsten, Executive Director
Mid-Willamette Valley Council
of Governments
Room 19, Marion County Courthouse
Salem, Oregon 97301

Dear Mr. Kvarsten:

We are submitting herewith two copies of a map showing the location of the proposed improvement on the Rickreall-Independence Junction Section of the Willamina-Salem Highway (ORE22), FAP 47, for your review in conformance with Section 204 of the Demonstration Cities and Metropolitan Development Act. Also enclosed is a sheet containing pertinent project data to assist you in your review.

Upon completion of your review, please forward your comments to Mr. Robert E. Royer, Assistant Planning Survey Engineer in our Traffic Engineering Section.

Your cooperation in this matter will aid in programming Federal-aid projects in Polk County.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc. (2)

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Klaboe
L. H. Young
H. S. Cox
F. B. Crandall
D. J. Barbee
R. E. Royer

WDA:ap ja

PROJECT DATA
Rickreall-Independence Junction Section
Willamina-Salem Highway, FAP 47
Polk County

Project Description: Project to consist of preliminary engineering, acquisition of rights-of-way, grading, paving, and structures to improve an existing facility to four lanes with controlled and limited access.

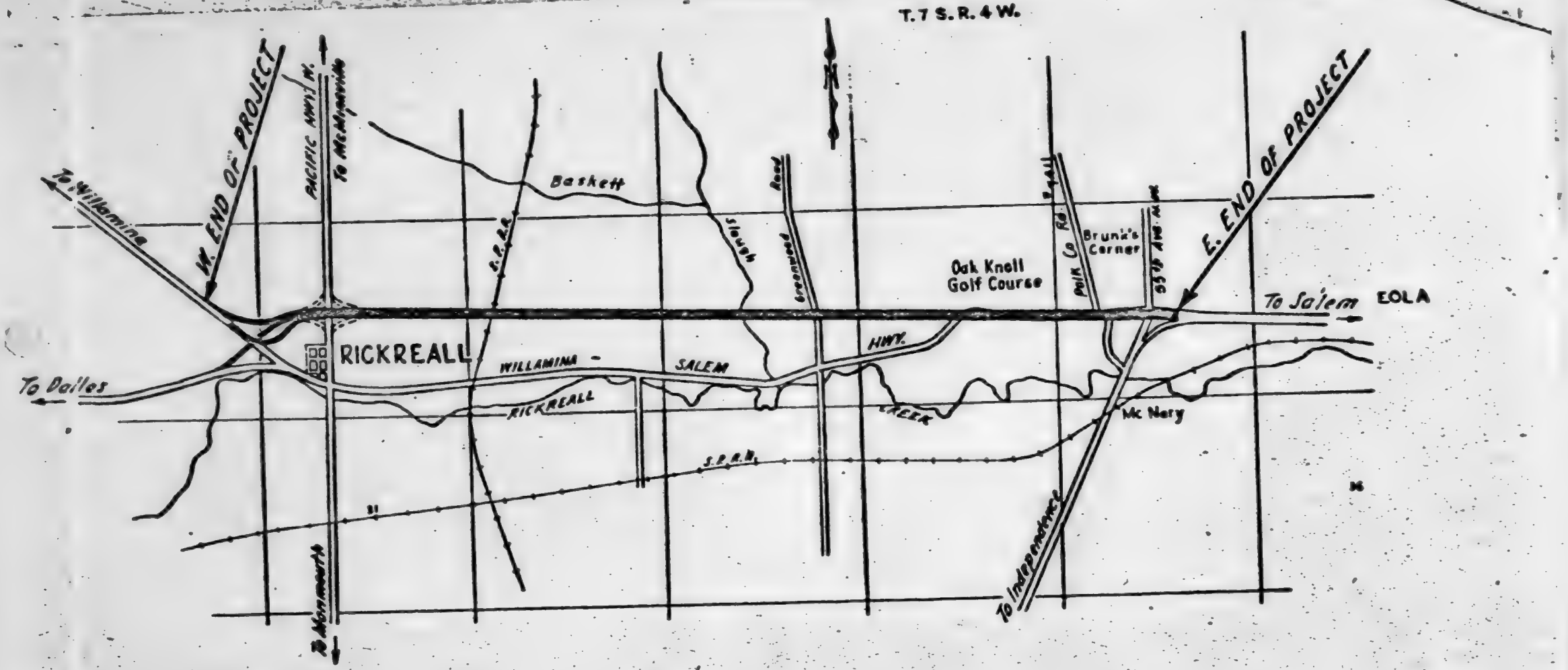
Length of Project: 5.5 miles

Typical Section: The proposed facility will be a four-lane highway with a variable 4-16 foot median, 12-foot travel lanes and 10-foot shoulders.

Estimated Cost: $6,484,000

Traffic: 1968 ADT - 7,400
1988 projected ADT - 13,000

Structures: A grade separation will be constructed over the proposed Dallas-Rickreall Highway connection and the Southern Pacific Railroad crossing.



Design Hearing Map

RICKREALL - INDEPENDENCE JCT. SECTION

WILLAMINA - SALEM HIGHWAY

POLK COUNTY

RECEIVED
APR 17 . 0
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 16, 1970

Mid Willamette Valley
Council of Governments
Room 19, Courthouse
Salem, Oregon 97301

Re: Proposed Zone Change
No. 70-4
Independence Jct.-Rickreall
Willamina-Salem Highway
Polk County

Attn.: Polk County Planning Comm.
John Hossick, Secretary

Gentlemen:

This is in answer to your Notice of Public Hearing regarding the subject zone change petition of A. K. Hamer. This property located at the S. E. Corner of Brunks Corner Road and Willamina-Salem Highway is being negotiated for partial acquisition by our Right-of-Way Division for the Rickreall-Independence Junction Project. The State Highway Division has no objection to the proposed zone change.

Thank you for the opportunity to review this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
D. J. Barbee
D. H. Moehring) Attach. Maps
R. D. Asburry)

RECEIVED
APR 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 8 - 1970
FOR FILING

EXECUTIVE DEPARTMENT

2727 5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

April 3, 1970

Forrest Cooper
State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

Attention Mr. L. H. Young, Program and Planning Engineer

HIGHWAY DIVISION PROJECTS: RICKREALL-INDEPENDENCE JUNCTION
BROOKINGS-WINCHUCK RIVER

The above-named projects have been coordinated with the interested state agencies.

All agencies concurred in the two projects with the caution that construction of the bridges across streams should be such as to avoid pollution and excessive silitation on the streams because of the possible damage to intertital animals in the sand at the mouth of the streams; and that the construction should comply with the Highway Safety Program Standards No. 312 relating to the design, construction and maintenance of highways.

Ed

Edward G. Westerdahl, II

4-7-70

REFERRED TO
Young
By ... State Hwy. Engr.

NOTED
F. B. K...

RECEIVED
APR 7 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 30 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 27, 1970

7779

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Description of Easement
Derry Overcrossing
Rickreall-Independence Jct. Section
Willamina-Salem Highway
Polk County
YOUR FILE: GMO 73018
O-O-69-1

Gentlemen:

This is in response to your letter dated March 25, 1970 wherein you request a description of easement required for the construction of the above captioned structure over your tracks.

You will find attached two (2) copies of a portion of our Right of Way Map No. 9B-5-10 and two (2) copies of the Description of Easement for R/W File 43234 dated January 14, 1969. Inasmuch as the construction of our project will not encumber your right of way, no consideration is offered for this easement. You will be reimbursed for all expenses generated by this project as set forth in our Mr. Merchant's letter to you dated December 1, 1969.

As indicated in our March 3 Schedule of Contract Lettings, bids for this project are scheduled to be opened on January 21, 1971.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
cc: F. B. Klaboe (w/copy of SP letter)
I. D. Merchant "
D. J. Barbee "
L. H. Young "
D. H. Moehring "
J. L. Sollis "
R. J. Henry "
R. D. Asburry "
F. W. Sugnet "
Enclosure

cc: Southern Pacific - San Francisco

RECEIVED
MAR 27
OFFICE OF
STATE HIGHWAY ENGINEER

S-2000

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

March 25, 1970

GMO 73018
0-0-69-1

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Referring to proposed highway overhead on Willamina-Salem Highway at Derry.

The agreements covering construction and maintenance of the overhead are in final form awaiting the description covering easement across railroad property. This easement description was to have been furnished by your office so that we could incorporate same with the standard form of easement.

We note from checking the schedule of highway projects that this is included in the January 21, 1971 period. Please advise if this is the contemplated schedule for this proposal.

Yours truly,

A W Kilborn
ark

Routing

Morgan
Docker
Bond
Walker
Boehms
Johnson

RECEIVED
MAR 26 1970
CONSTRUCTION
DIVISION

Pearce E
Swan
Glenn
1 Litchfield
Gallagher
Stein

ALR 504
4 f
3-17-70

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APR 21 1970
FOR FILING
7774

March 19, 1970

Board of County Commissioners
Polk County
Courthouse
Dallas, Oregon 97338

Attention: Lyn G. Hardy
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the construction and abandonment of the Rickreall-Independence Junction Section of the Willamina-Salem Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(conf. agreement attached)

RECEIVED
MAR 4 - 1970
FOR FILING

Const
R/W
Willamina-Salem

March 4, 1970

Oregon State Highway Commission

Gentlemen:

The Polk County Board of Commissioners has signed a thoroughway-abandonment agreement concerning the proposed construction of the Rickreall-Independence Junction Section of the Willamina-Salem Highway.

This agreement provides for construction and maintenance of the project by the State and covers right-of-way acquisition, grading, base, paving, and a new structure carrying highway traffic over the Southern Pacific Railroad tracks. The County has agreed to closure of the existing highway at two locations and to cooperate with the State in the relocation or adjustment of any utility facilities which may be in conflict with the plans of the project. Upon completion of construction, the County will accept all of the State's right, title, interest, jurisdiction, maintenance, and control of approximately three miles of the existing highway alignment which is to be bypassed by the proposed construction.

Completion of this project will eliminate a substandard section from this heavily traveled route from Salem to the recreational areas of the Oregon Coast.

This matter will be on the agenda for the March 17 meeting. I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
F. D. Morgan
L. H. Young
H. S. Cox

MCH:ljt sr

R. D. Asburry

RECEIVED
MAR 30 1970

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

FOR FILE 7779

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

DATE: March 19, 1970

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-325(-)
W. Rickreall Interchange

The revised preliminary plans submitted under Mr. Merchant's March 6 letter are hereby approved.

Copy-Mailed 3.30.70

NOTED
TOM EDWARDS

RECEIVED
MAR 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 3 - 1970
FOR FILING

March 2, 1970

Mid-Willamette Council
of Governments
Room 19, Marion County Courthouse
Salem, Oregon 97301

Attention: Mr. W. J. Kvarsten
Executive Director

Gentlemen:

Attached for your review and comment as district clearinghouse (Re: Executive Memorandum 01-270-02), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project:

Rickreall-Independence Junction Section
Willamina-Salem Highway

As required by said Executive Memorandum, the Notice of Intent has been sent to the State clearinghouse for review and comment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

BLG:bb
Attach.

cc: R. E. Simpson, EPR
F. E. Klaboe
D. J. Barbee
H. S. Cox
R. L. Schroeder
B. L. Gifford
R. M. Chase

ATTACHMENT B

NOTICE OF INTENT
February 27, 1970

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 3 City

County Polk Special District(s) (if applicable)

Other affected jurisdictions/agencies

2. Federal Program

Common Program Name Federal Aid Primary

Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share	☐ Loan ☒ Grant 3,890,000	Source of State Agency Share (if any)	-
Local Applicant Share	-	General Fund	-
*State Agency Share	2,594,000	Other Funds (specify)	-
Other (specify)	-		
TOTAL	6,484,000	*Total State Agency Share	2,594,000

*Indicates totals should be equal.

4. Estimated Application Filing Date April, 1970

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)
Rickreall-Independence Jct. Sec., Willamina-Salem Highway.
Project to consist of preliminary engineering, right-of-way acquisition, grading, paving, structures and incidental work to improve this section of highway to four lanes with controlled and limited access.

Length of Project	5.5 miles
Estimated ADT	1968 = 7,400 1988 = 13,000
Standards	Class A (4) Highway (Technical Bulletin No. 19)
Typical Section	The proposed facility will be a four lane highway having a variable 4-foot to 16-foot median, 12-foot travel lanes and 10-foot shoulders.
Structures	A grade separation will be constructed over the proposed Dallas-Rickreall highway connection and the Southern Pacific Railroad Crossing.

See attached map for geographical location.

RECEIVED
MAR 3 - 1970
FOR FILING

March 2, 1970

Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are the completed Notices of Intent to apply for federal assistance for three federal-aid projects as follows:

State Administrative District No. 3
Federal-Aid Primary — Rickreall-Independence Jct. Sec.
Willamina-Salem Highway

State Administrative District No. 4
Federal-Aid Primary — Siletz River (Kernville) Br. Sec.
Oregon Coast Highway

State Administrative District No. 7
Federal-Aid Primary — Brookings-Winchuck River Sec.
Oregon Coast Highway

The estimated date of filing for Federal-Aid Funds on these projects varies from April 1 to September 1, 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

BLG:bb

Attach.

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
R. L. Schroeder
H. S. Cox
B. L. Gifford
R. M. Chase

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

FEB 20 1970
FOR FILING

February 19, 1970

NOTED
R. L. PORTER

Mr. Sam Haley
Public Utility Commissioner
200 Public Service Building
Salem, OR 97310

Attention: Don Haakenson
Supervisor
Transportation Services

Re: PUX 767
Derry Overcrossing Project
Willamina - Salem Hwy., MP 16.95
Southern Pacific Transportation Company
Polk County

Dear Mr. Haley:

Herewith I hand you an original and four copies of the application of the State Highway Commission in the above subject matter.

Two of the copies are for service upon Southern Pacific Transportation Company, one copy for service upon Polk County, and two copies are for use by your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

JACK L. SOLLIS
Utilities & Railroad Attorney

krk
cc: R. L. Porter
F. B. Klaboe
Ivan D. Merchant
R. D. Asburry
F. D. Morgan
T. W. Litchfield
w/enc.

RECEIVED
FEB 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

PUX 767

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing structure over the tracks and right of way of the Southern Pacific Transportation Company known as the Derry Overcrossing Project in the Southwest Quarter of the Northwest ¼ of Section 29, Township 7 South, Range 4 West, Willamette Meridian, Polk County, Oregon.

APPLICATION

NO._____

Comes now the Applicant, State Highway Commission, and files its application in the above-entitled matter.

The Applicant herein respectfully represents:

I

That the name and address of your Applicant is State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this application is made under authority of ORS 366.205, ORS 763.040 and ORS 763.050.

III

That for the proper service, safety and convenience of the traveling public, Applicant proposes to relocate a portion of the Willamina - Salem Highway, State Primary Highway No. 30. Said relocation will require the construction of an overcrossing structure over the tracks and right of way of the Southern Pacific Transportation Company as shown on Oregon State Highway Department Drawing No. 24498 entitled "Derry O'Xing of SP RR, Rickreall - Independence Jct. Sect., Willamina - Salem Highway, Polk County," dated January 22, 1969, and Oregon State Highway Department Drawing No. 24399, revised November 7, 1969 entitled "Vicinity Map & Profile, SP RR Overcrossing, Rickreall - Independence Junction, Willamina - Salem Highway, Polk County," attached hereto and by this reference made a part hereof.

IV

Because of the heavy traffic on the highway, an overcrossing structure is the only feasible means of crossing the railroad tracks in this area.

V

That upon completion the estimated annual average daily traffic will be 6,600 with an anticipated increase to 12,800 per day in 20 years. There is an average of five railroad movements per day at the site of the crossing.

VI

The proposed structure will be 183 feet long measured between the center-lines of the end bents and will consist of 59 feet - 65 feet - 59 feet reinforced concrete prestressed girder spans. The roadway will be 72 feet between curbs allowing for four 12-foot traffic lanes, a 4-foot median and two 10-foot shoulders. There is no provision for pedestrian traffic on this structure. The structure is located on a 1,530-foot vertical curve with an ascending grade of 3.041 percent to the east and an ascending grade of 2.982 to the west. The point of intersection of the grades is at Highway Station 910+00 at Elevation 226.21. The center of the highway intersects the center of the railroad track at Highway Station 909+95 POT equals Railroad Station 1192+23.05 POT. The angle of the intersection between the two centerlines is 77° 39' 30" and is located in the northeast quadrant.

VII

That the only interested parties are Polk County and Southern Pacific Transportation Company.

VIII

That the Applicant proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(b) Utilizing State and Federal funds, finance the construction of said project, including reimbursement to the Railroad for its costs incurred in connection therewith, with accounting practices to be followed and reimbursement made as provided in Bureau of Public Roads' Policy and Procedure Memorandum No. 30-3, dated October 15, 1966, and amendments and supplements thereto.

(c) Upon completion of the project, Applicant will maintain the structure and all highway appurtenances thereto.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant under Federal regulations as set forth in Paragraph (b) under THINGS TO BE DONE BY APPLICANT, furnish preliminary engineering, engineering inspection, watchmen and flagmen services as may be necessary to protect railroad operations during construction of the project.

(b) If necessary, remove and protect the signal and communications lines during the same period and replace in final location upon completion of construction.

(c) At its own expense, maintain the railroad tracks with their appurtenances and facilities.

IX

The vertical and horizontal clearances indicated on Drawing No. 24498 are greater than the minimum Public Utility Commissioner's clearances, and there will be no impairment of clearances during or after construction.

X

That the proposed project is located in the Southwest Quarter of the Northwest ¼ of Section 29, Township 7 South, Range 4 West, Willamette Meridian, Polk County, Oregon.

WHEREFORE, Applicant prays for an order authorizing said construction and allocation of the costs thereof, in accordance herewith, and for such other order or orders as may be proper in the premises.

Dated at Salem, Oregon this 18th day of February, 1970.

STATE OF OREGON, by and through its
State Highway Commission

G. E. ROHDE
Assistant Attorney General & Chief
Counsel for the State Highway Commission

By Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing application is true as I verily believe.

Ivan D. Merchant
IVAN D. MERCHANT

STATE OF OREGON)
) ss
COUNTY OF MARION)

Subscribed and sworn to before me this _____ day of February, 1970.

JACK L. SOLLIS
Notary Public for Oregon
My Commission Expires December 18, 1972.

I certify that the above is a true and correct copy of the foregoing application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

RECEIVED
FEB 16 1970
FOR FILING

7779

Salem, Oregon
February 13, 1970

SPRR Crossing at Derry
Salem-Willamina Highway

Mr. J. B. Boyd
Assistant Division Engineer

Archives - Ltr. file

Reference is made to your letter of February 6.

I would suggest you do what is necessary to keep the crossing smooth.

I do not believe this is something that should be stirred up through PUC.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter

FORM B/30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 6, 1970

SUBJECT: Second Interim Report
SPRR Crossing at Derry
Salem-Willamina Highway

To: Tom Edwards
ASST. STATE HIGHWAY ENGINEER

My report to you on April 9, 1969 indicated I was sure that 60 to 90 days from that date permanent repairs would be made after discussions with Mr. Ernie Kendrew, Southern Pacific Engineer.

Contact with Mr. Kendrew by phone this morning indicates that all their crews and equipment is tied up for another 90 to 120 days.

The crossing continues to be rough but the alternatives seem slim to overcome their inaction. Two alternatives are available

I. Work through the PUC examiner and

II. Use the pressure of the administration to get action.

Please advise if you wish me to take action I.

R. D. Asburry
DIVISION ENGINEER

by J. B. Boyd

J. B. Boyd
ASST. DIVISION ENGINEER

Hunter Discuss

JBB/sjs
cc: E. S. Hunter
F. T. Lacey

NOTED
TOM EDWARDS

RECEIVED
FEB 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 16 1970
FORM E-80-X (12-67)
FOR FILING

9872

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1970

SUBJECT: SPRR Overcrossing at Derry
Rickreall-Independence Jct. Section
Willamina-Salem Highway
Polk County
Bridge No. 9872

To:
Mr. G. E. Rohde
Chief Counsel

BUILDING

Attention Mr. Jack Sollis

During the latter part of this year it is planned to extend the four lanes of the subject highway which includes the subject railroad overcrossing. This structure is on a new alignment and will relieve the present traffic volume at the grade crossing of the present highway alignment. However, it will not eliminate the crossing. The Traffic Division estimates that the present alignment will continue to carry approximately 500 to 900 vehicles per day.

Attached are twelve prints each of drawings numbers 23499 and 24498 which are the profile and vicinity map and the plan and elevation drawing respectively. These drawings have been sent to the Southern Pacific Transportation Company for their review and we have received their approval. These drawings are submitted to you for your use as exhibits to accompany our application for a PUC order.

This structure is located in the SW¼ of the NW½ of Sec. 29, T.7S., R.4W., W.M., Polk County, Oregon. It will be 183 feet long measured between the center lines of the end bents and will consist of 59 feet - 65 feet - 59 feet reinforced concrete prestressed girder spans. The roadway will be 72 feet between curbs allowing for four 12-foot traffic lanes, a 4-foot median and two 10-foot shoulders. There is no provision for pedestrian traffic on this structure.

The structure is located on a 1,530-foot vertical curve with an ascending grade of 3.041 percent to the east and an ascending grade of 2.982 to the west. The point of intersection of the grades are at highway station 910+00 at elevation 226.21. The center of the highway intersects the center of the railroad track at highway station 909+95 POT equals railroad station 1192+23.05POT. The angle of intersection between the two center lines if 77° 39' 30" and is located in the northeast quadrant.

The vertical and horizontal clearances are as indicated on drawing number 24498 and are greater than the minimum PUC clearances.

The construction of this overcrossing is being paid for with federal and state funds. Since the railroad will not benefit from the construction, no

NOTED
TOM EDWARDS

participation in the cost is requested from them. Any expenses incurred by the railroad in connection with the construction of the project will be reimbursed to the railroad as permitted by PPM 30-3 with amendments and additions thereto.

The average daily traffic will be 6,600 with an anticipated increase to 12,800 vehicles per day in twenty years. The railroad movements average five train movements per day.

In this construction project, the state should do the following things: Prepare plans and estimates, award contract and supervise construction. Upon completion of the project, the state will maintain the structure and all highway appurtenances.

In this construction project the railroad should furnish preliminary engineering, switchmen and flagmen services to protect its operation during construction and, if necessary, remove and protect its signal and communication lines during this same period and replace them in final location upon completion of construction. At their own cost and expense maintain the road bed and trackage.

Will you please prepare an application to the Public Utilities Commissioner for an order permitting the above construction.

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

TCR:DH
Attachment
cc Tom Edwards
T. W. Litchfield

RECEIVED
FEB 10 19[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 5 - 1970
FOR FILING

Salem, Oregon 97310
February 4, 1970

7979

Mr. L. H. Young
Program and Planning Engineer
B U I L D I N G

Reference is made to the schedule and program for ABC work dated 1-13-70 R. The Siletz River Bridge Section should be delayed until the fourth quarter of 1970 and the Gap-Tygh Grade should be moved into the schedule to take its place.

The Rickreall-Independence Junction Section scheduled for the fourth quarter of 1970 should be moved back into the first quarter for which financing is available. You should also keep in mind the possibility of moving up the Gap-Tygh Grade Section even further in the event that some other project now scheduled for letting in the first two quarters drops off.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Tom Edwards
D. J. Barbee
Ivan Merchant
F. D. Morgan

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

DATE: January 13, 1970

In reply refer to: 08-35.6

copy to Edwards 1-16-70

SUBJECT: Oregon Project F-325(-)
Rickreall-Independence Junction Section
Willamina-Salem Highway

The preliminary plans for the subject interchange structure, submitted by Mr. Merchant's October 16 letter, have been reviewed. The concrete box girder structure appears suitable for this site and should be quite attractive. I approve the plans as submitted, subject to the following comments:

I suggest that the amount of taper of the columns be increased. The 1:24 taper results in a column that does not really appear to taper. I believe that a significantly greater ratio would be appealing and would tend to make the structure float.

The bridge end fills extend to within 20 feet of the main line travel way. Inasmuch as the severe skew of this crossing has already required a very long structure thought should be given to modifying the fills in the potential hazardous area.

RECEIVED
JAN 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 22 1970
FOR FILING

GSA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: January 13, 1970

In reply refer to: 08-35-DB-2

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-325(-)
Rickreall - Independence Junction Section
Willamina - Salem Highway
Structure Width "LE" Line

Reference is made to your December 31 letter requesting reconsideration and approval of the proposed 40-foot structure width on the "LE" Line. Your major point of justification is to provide for future two-lane capacity.

The 40-foot width is approved with the provision that the second stage construction be developed within the next 10 years. I consider this provision necessary to preclude the amortization of the initial investment from exceeding the benefits derived by construction at this time.

1-20-70
Note: Mr. Simpson states that this refers to a short (about hundred feet) section on each side of the structure - does not involve 4 lanes westerly & west end of proj.
JK

REFERRED TO
Barker 1-22-70
BY ASST. STATE HWY. ENGR.

Go ahead on 40' design.
Please see me.

RECEIVED
JAN 1[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLAGGE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 9 - 1970

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

7777

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: January 8, 1970

In reply refer to: 08-35-DB-2

NOTED
R. L. PORTER

SUBJECT: Oregon Project F-325(-)
Rickreall - Independence Junction Section
Willamina - Salem Highway
Design Approval

Design approval for subject project as required under PPM 20-8 is hereby granted in response to your letter requests dated October 15, November 21, and December 31, 1969.

Approval of the 40-foot wide structure on "LE" line is considered a detail design determination and need not interfere with orderly acquisition of rights of way and other design details. Our determination on this structure is still pending.

1-9-70
REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
JAN 9
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 5 - 1969
FOR FILING
7779

December 31, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Mr. Simpson:

Re: W. Rickreall Interchange
Rickreall-Independence Junction
Willamina-Salem Highway
Polk County

It appears by your letter of December 5 that we have ironed out all our differences in the design of the subject interchange with the exception of the structure width on the "LE" line.

Our previous request for approval of a 40-foot structure width was based on the fact that we believed nonemergency passing should be provided over the structure and that future four-laning should be provided. There is still another point which should be brought to your attention.

I believe we all agree that sometime in the future this structure should be a standard two-lane facility. If we do not build two lanes initially, we will have to widen in the future. The design contemplated for this structure (a prestressed, post-tensioned concrete box girder) is such that it cannot be feasibly widened. Single-column design does not lend itself to revision. The future appearance would be bad and we would end up with a joint in a driving lane. Many construction problems would be entailed.

We request that you reconsider and approve the proposed 40-foot structure width on the "LE" line. An early reply would be appreciated so that we may proceed with our bridge design work.

Very truly yours,

DJB: sr

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
V. D. Wolfe

D. J. Barbee
Ivan Merchant
R. D. Asburry
L. H. Young

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: December 5, 1969

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

RECEIVED
DEC 9 1969
DESIGN DIVISION

SUBJECT: Oregon Project F-325(-)
Rickreall-Independence Junction Section
Willamina-Salem Highway
Design Approval

Reference is made to your November 21 letter furnishing additional clarification of several matters relating to design approval for subject project. My comments are as follows:

Item 1

The AASHO publication "Geometric Design Standards for Highways Other Than Freeways, 1969" indicates that on high speed, high volume highways with medians 30 feet or less in width, a suitable median barrier should be installed. It also indicates that rural 4 lane highways should be divided. However, your argument that on this section of highway a median rail is not considered safe, due to the many breaks that would be necessary to allow for the at-grade crossings, has considerable merit. Your proposed variable 4' - 16' median, without barrier, is approved, even though I favor a 40' or 50' median in this area, which would also allow for safe crossings without a median barrier.

Items 2 and 4

Stage construction of the intersection at 99W is approved as submitted.

Item 3

The proposed 40' structure width on the "LE" line still cannot be approved.

While the "LE" connection is long, present standards for lanes provide adequate width for passing a stalled vehicle or passing in case of emergency. Passing on ramps is not encouraged and consequently your request for the 40-foot structure is not considered compatible with the capacity for which the interchange is now designed.

(more)

orig to Young
copy to Bartlett 12-5-69

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

A two lane ramp design would not be objectionable should you desire to use other funds.

There are other sections of the highway to the Coast that will undoubtedly rate higher priority for the next 20 years.

Again, our full cooperation is offered in resolving this remaining issue.

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DEC 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

12-12-69

Prel. Estimate

West Rickreall Interchange, Br. 9890

Type of structure

4 Span Post-tensioned Box Girder

Alternate A

26' Below.

Area 495 x 26 = 12,850 Ft.² @ 24⁰⁰/Ft.² = $309,000

+20% Eng'g 62,000

$371,000

Alternate B

10' Below.

Area 515 x 40 = 20,600 Ft.² @ 22⁰⁰/Ft.² = $453,000

+20% Eng'g 91,000

$544,000

can not be widened.

C.D.O.

NOTED
L. L. WALLACE

RECEIVED
DEC 3 - 1969
FOR FILE

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

December 1, 1969

Mr. A. W. Kilborn
Superintendent
Southern Pacific Company
Union Station
Portland, Oregon 97209

Dear Mr. Kilborn:

SPRR Oxing at Derry
Rickreall-Independence Jct. Section
Willamina-Salem Highway
Polk County Bridge 9872

On January 29, 1969, we informed you that we planned to improve the present Willamina-Salem Highway between the Independence junction and Rickreall by increasing the number of traffic lanes from two to four and by altering the alignment. In doing so our plans called for crossing the Southern Pacific Co. track approximately 2,000 feet from the present Derry grade crossing.

We have since prepared the plan and elevation for the overcrossing and are attaching four prints of that drawing 24498 with the vicinity map and profile drawing 24399 for your study and approval. We plan to use these two drawings as exhibits in our application for a PUC order.

The proposed structure will be 183 feet long, consisting of 59-foot, 65-foot, and 59-foot reinforced concrete prestressed girder spans and will have a 72-foot clear roadway providing for two lanes eastbound and two lanes westbound. There is no provision for pedestrian traffic. You will note that the center span of the structure is located so that it spans the entire railroad right-of-way.

In our PUC application we will give the following information:

The project will be financed entirely with federal and state funds. Your company will be reimbursed for its necessary expenses incurred in the work as permitted by PPM 30-3 and amendments and additions thereto.

[illegible]
TOM DAVIES

In this construction project the state will prepare plans and specifications, award the contract, and supervise construction and upon completion of construction maintain the overcrossing structure along with the other highway appurtenance.

Your company, subject to the limitations of PPM 30-3, will furnish preliminary engineering, watchman and flagman services to protect the operations during the construction period, and, if necessary, remove and protect your signal and/or communication lines during the same period and replace them in final location upon completion of construction. At your own cost and expense maintain the roadbed and trackage.

At the present time it is planned to call for bids for the construction of this section of highway on July 23, 1970.

In the near future our Utilities Liaison Engineer will contact you for the purpose of negotiating for an easement across your property and to make a highway-railroad agreement.

Please return one print each of the attached drawings with your approval and/or comments noted thereon.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

DOC:DH
Attachments

cc Tom Edwards
Jack Sollis
T. W. Litchfield /w/ attach.

RECEIVED
DEC2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 24 1969
FOR FILING
7779

November 21, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Rickreall-Independence Junction, Willamina-Salem Highway, Polk County

This is in reply to your letter of November 3 concerning four matters needing clarification so that approval of this section can be obtained.

Item 1

This section of highway will have a county road crossing at grade, plus a farm crossing approach, as well as the grade connection at 99W in Rickreall and the connection to the old highway at the east end of the job. We have not planned any median rail as this is not a freeway. We are proposing a 16-foot median where left turns are permitted and a 4-foot median in other areas. It is not felt the added cost of a wide median is justified for our proposed class of roadway.

Item 2

It is believed the cost of the interchange at 99W is so great that it should not be considered with present-day traffic. Since the rest of this route has at-grade connections, it does not seem necessary until future traffic build-up demands it.

Item 3

The overcrossing structure on the "LE" line has been proposed at 40 feet to provide passing due to the length of ramp and, also, because in the future the coast route will provide two lanes eastbound which should be carried easterly over the structure and reduced to one just prior to acceleration onto the main highway.

Item 4

The 7-degree curve at the east end of the ramp from the coast has been provided as a temporary feature to permit traffic using the ramp the maximum length possible to weave with main line traffic in order to get into the left-turn slot for a northbound movement at 99W. When the future interchange is constructed, this will, of course, be revised. We feel this is necessary and that the weaving movement cannot stand to be cut down any from this.

It is hoped the above will clarify any problems and permit speedy approval of our proposal.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
R. D. Asburry

DNS:jp srb

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : **Mr. Forrest Cooper, State Highway Engineer**
Salem, Oregon

DATE: **November 3, 1969**

In reply refer to: **08-35-DB**

FROM : **K. E. Simpson, Division Engineer**
Salem, Oregon

SUBJECT: **Oregon Project F-325(-)**
Rickreall - Independence Junction Section
Willamina - Salem Highway
Design Approval

Reference is made to your letter dated October 15, 1969 requesting design approval of subject project.

Approval is withheld pending further discussions as follows:

1. This project is located in a rural area. It would appear that the possibility of constructing this four-lane divided facility with wide median widths, thereby eliminating guardrail, should be investigated in greater detail. Recognizing the fact that a wide median typical section is probably more expensive in some areas, there could be savings in guardrail and surfacing.

2. Consideration should again be given to constructing the interchange at 99W during the initial construction. Experience has shown that at-grade intersections of two major highways, one of which is four lane divided and carries substantial 70-mph traffic, are usually high-accident locations for the first year or two. This at-grade intersection should not be built if at all possible.

3. The overcrossing structure for "LE" line over "L" line is shown on the interchange layout as being 40 feet wide. The "LE" line ramp is only 12 feet wide at either end; therefore, the structures should be limited to 28 feet to provide for one traffic lane.

(more)

RECEIVED
NOV 3 1969
DESIGN
DIVISION

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

4. At the east end of the "LE" line there is a 7° reverse curve shown at its terminus. This curve should not be sharper than other curves on the ramp; therefore, it should be limited to a 5° curve.

Drawings of the interchange layout plans are being sent under separate cover.

Our full cooperation is offered in resolving the above issues.

Separate Cover
Drawings

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NOV 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 13 1969

OREGON STATE HIGHWAY DEPARTMENT

7779

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 10, 1969

Pacific Northwest Bell Telephone Company
Pacific Power and Light Company
Northwest Natural Gas Company

Re: Preliminary Right of Way Map
Rickreall-Independence Jct. Sec.
Willamina-Salem Highway
Polk County

Gentlemen:

Enclosed you will find ___print(s) of the preliminary right of way map, our File No. 9B-5-10 and 8B-27-20 on the above subject project. These maps supplement the map sent to you on January 9, 1969. The present tentative schedule calls for opening of bids on July 23, 1970.

It is the obligation of the State to reimburse the Utility for the cost of adjusting, relocating or removing its facilities which are located on private property. If you have such facilities and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4.

This estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. F. W. Sugnet, Field Utilities Liaison Engineer, 205 East Salem Highway Building, 2960 E. State Street, Salem, Oregon 97310. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
F.B. KLABOE

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
NOV 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RMF:ss
Enclosure

cc: Northwest Natural Gas Company - Portland (w/plans)
F. B. Klaboe
R. D. Asburry
E. J. Hall
F. T. Lacey
F. W. Sugnet

RECEIVED
OCT 17 1969

OREGON STATE HIGHWAY DEPARTMENT

2179

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 16, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon 97301

Dear Sir:

Re: West Rickreall Interchange
Rickreall-Independence Jct. Section
Willamina-Salem Highway
Polk County, Br. No. 9890

Enclosed herewith are two prints each of Drawings No. 24587 and 24882 which are the Vicinity Map and Preliminary Plan and Elevation for the West Rickreall Interchange structure on the subject section of the Willamina-Salem Highway.

A four span continuous post-tensioned box girder is proposed for this site. The alignment of the crossing together with column setback requirements dictate span lengths which are within the range most applicable to this type of structure. The roadway width on the structure is 40 feet (two 12' lanes plus a 10' shoulder on the right and a 6' shoulder on the left).

Two copies of the Foundation Engineer's report are also included.

The estimated cost of the proposed structure including an allowance for engineering and contingencies is $550,000.

The above data is submitted herewith as a preliminary submission on this project for your comments and approval.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

WJH:amd
cc T. Edwards
L. H. Young
V. E. Skoog

NOTED
TOM EDWARDS

RECEIVED
OCT 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 18 1969
FOR FILING

7774

September 15, 1969

3034

Mr. E. D. King
590 Sunset Parkway
Novato, California 94947

Dear Mr. King:

This is in response to your August 26 inquiry addressed to Mr. Glenn L. Jackson, Chairman of the State Highway Commission, concerning highway routing in the Rickreall area.

A sketch map is enclosed which indicates a prospective new alignment for the Willamina-Salem Highway in this vicinity. It is contemplated that a grade intersection with Pacific Highway West on the northerly edge of Rickreall will be constructed in the first instance with a diamond-type interchange scheduled for some time in the future.

It is anticipated that right-of-way acquisition for this proposal will be started very soon, but the time of actual construction is indefinite.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
R. D. Asburry

RLP:ms fn

E. D. KING
590 SUNSET PARKWAY
NOVATO, CALIFORNIA 94947

August 26, 1969

.9281

Klabon

Mr. Glen L. Jackson, Chairman
State of Oregon Highway Commission
State Capital
Salem, Oregon

Dear Mr. Jackson:

I am considering investing in a piece of income property (service station) in the community of Rickreall located 10 miles West of Salem at the junction of U. S. 99 W and State Rt. 22. However, it is noted on the map that your Division of Highways has commenced the construction of a freeway West from Salem along Rt. 22.

It would be very much appreciated if you could advise if the freeway is to be extended to the coast, time schedule, if Rickreall is scheduled to be by-passed and any other information that might have a bearing on the value of such property I have in mind purchasing.

Your kindness in routing this inquiry into proper channel for a reply will be very much appreciated.

Sincerely,

E. D. King

Routing

Barbee
Hall
A. Olson
Sample
Terpin
Swenson

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SEP 8 1969
DESIGN
DIVISION

Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

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AUG 28 1969
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JUL 30 1969

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 30, 1969

2777

To: Memo to the File

SUBJECT: Rickreall-Independence Junction Section

Following my meeting with a delegation from Polk County and Dallas on July 15, we have reanalyzed the possibility of not providing a connection between this facility and the existing Dallas Highway and, in turn, making travelers use the Willamina-Salem Highway as far as the Polk Station Road for entrance to Dallas. At the meeting, I had reiterated my feeling that their plan was not as meritorious as our plan.

Our reanalysis of the situation makes me believe even stronger that the original State Highway plan is by far the best. I have, this date, contacted Clifford R. Jones, Polk County Commissioner, and advised him that our decision to construct a connection to the Dallas Highway from Rickreall has not changed. He advised me that he would talk to all the other people on the committee and pass along this information. He also advised me that he has been thinking considerably about the problem since our meeting and has come to the same conclusion that I have.

A list of those attending the meeting is attached.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb
Att.

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
Ralph Sipprell
H. S. Cox
R. D. Asburry

DALLAS - POLK COUNTY DELEGATION

July 15, 1969

Senator C. R. Hoyt	
Clinton D. Forbes	Polk County Commissioner
Clifford R. Jones	Polk County Commissioner
Howard Brandvold	Dallas City Manager
A. B. Hockman, Jr.	Chamber of Commerce
J. D. Walker	Polk County Engineer
H. B. Hildebrand	Polk County Commissioner
R. I. Van Den Bosch	Mayor of Dallas
F. B. Klaboe	State Highway Division

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Rickreall - Independence Jct. Unit Dallas Junction Beginning to L 862
Highway Willamina - Salem County Polk Prefix 27-1493
Length ____ Designer Crouch Draftsman ____ Date July 29, 1969
Signed ____ Title ____

Grading & Drainage		$
Surfacing		$ 521,400
Extra Work		
Adjust Utilities	$ 5,000	
Flagging & Signing	2,000	
Detours	10,000	
Total Extra Work		$ 17,000
TOTAL		$ 538,400
+ 20% Engineering and Contingencies		$ 107,700
Structures		
Willamina - Salem O'xing	$ 559,800	
Total Structures		$ 559,800
Right of Way		$ 100,000
Total Estimated Cost		$ 1,305,900

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 Sheets

Section Rickreall - Independence Jct. Unit Dallas Jct. Beginning to L 862
Highway Willamina - Salem County Polk Prefix 21-1493
Length ____ Designer Crouch Draftsman ____ Date July 29, 1969

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Clearing & Grubbing	All					5,000
Emb in Place	Yd³	155,108		171,000	1.15	196,700
Fini Rdbd & Sl.	mile	1		1.5	1,200.00	1,800
Tr. Exc	Yd³	53		59	3.00	200
Watering	M-gal	466		515	3.00	1,500
Oblit of Rdwy	Sta	8		9	75.00	700
Lime Treated S.G.	Yd²	73,416		81,000	0.30	24,300
Lime	Ton	826		910	30.00	27,300
Stone Base	Ton	29,526		32,500	2.25	73,100
Tap Cse Base	Ton	2,849		3,140	2.25	7,100
~~Watering~~	~~M gal~~	~~466~~	—	—	—	—
Cement Treated Base	Ton	15,059		16,600	2.75	45,700
Cement	Ton	754		830	30.00	24,900
Seal Coat	Ton	36		40	45.00	1,800
Class B A.C.	Ton	12,877		14,200	4.15	67,500
Asph in Mix	Ton	821		905	31.00	28,100
12" Clvt.	ft.	94		104	3.75	400
18" Clvt.	"	581		640	5.25	3,400
Extra for Approaches	ea	1		2	50.00	100
Guide Posts, W-1	ea	84		93	8.00	800
Guard Rail	ft.	2,050		2,260	2.85	6,400
Anchors	ea	4		5	200.00	1,000
Br. Conn.	ea	4		4	250.00	1,000
Seeding & Mulching	ac	7.43		8.2	325.00	2,600

Total 521,400

PLANS FOR PROPOSED PROJECT

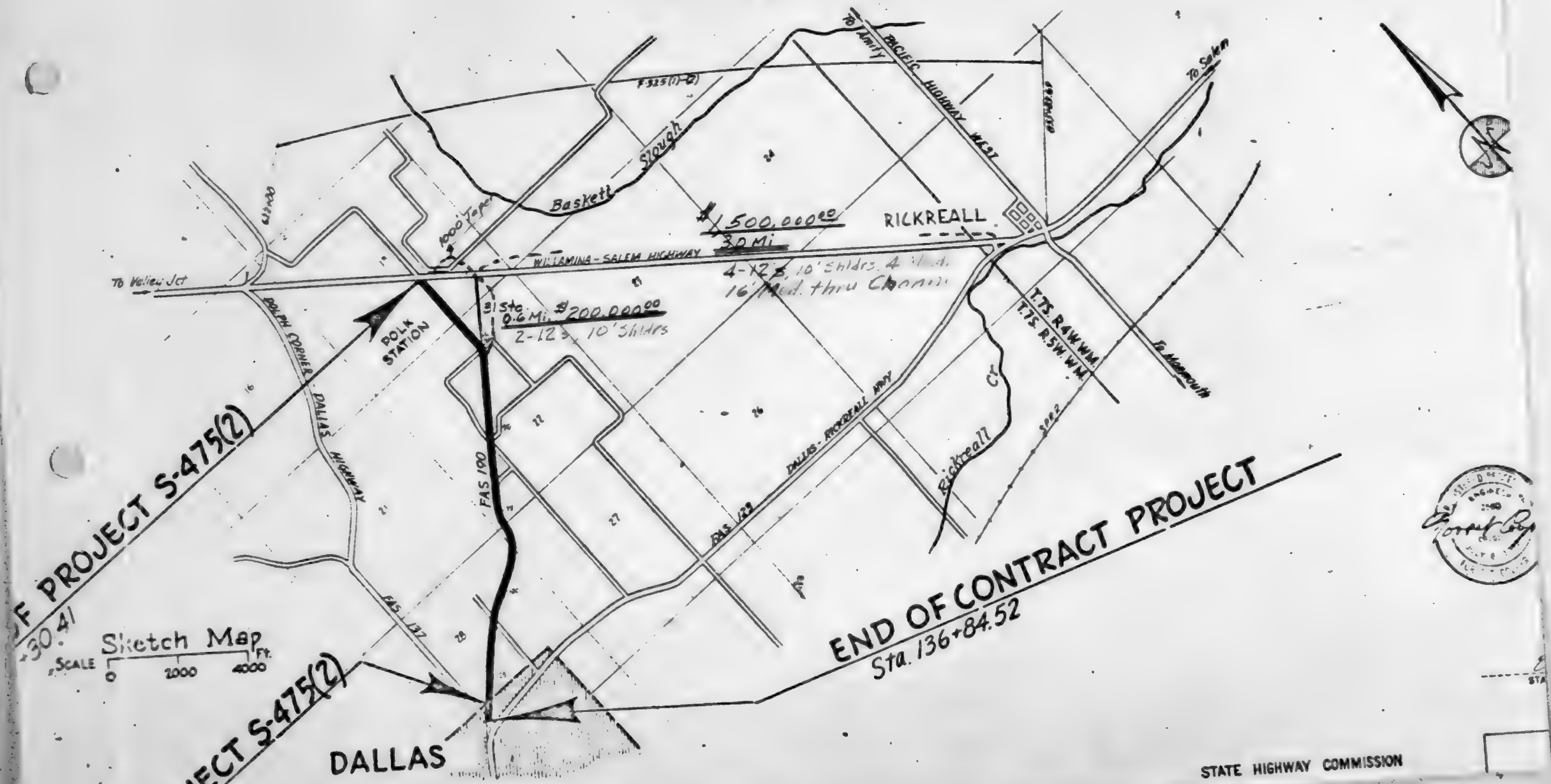
GRADING & OILING

POLK STATION - DALLAS SECTION

KINGS VALLEY HIGHWAY

POLK COUNTY

FEBRUARY, 1962



UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 5, 1969

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
for Salem, Oregon

SUBJECT: Oregon Project F-325(-)
Rickreall-Independence Junction Section
Willamina-Salem Highway
Polk County
Location Approval

Reference is made to your May 14, 1969 letter requesting location approval for Corridor 1, as described in the hearing transcript and study report data, as the route location for subject project.

Location approval is hereby granted for Corridor 1.

6-11-69

REFERRED TO
By Asst. State Hwy. Engr

NOTED
F. B. KLABOE

RECEIVED
JUN 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 20 1969
FOR FILING
7779

May 19, 1969

Oregon State Highway Commission

Gentlemen:

On March 6, 1969, we conducted a corridor public hearing on the Rickreall-Independence Junction Section of the Willamina-Salem Highway in Polk County.

A complete study has been made of the hearing transcript relating to the alternate corridors proposed and a formal request for approval has been made to the Bureau of Public Roads selecting Corridor No. 1 as the proposed route. A map is enclosed depicting the corridor in question.

I recommend this corridor and request your approval to develop this route with a field survey in preparation for a design hearing and ultimate construction.

This matter will be on the agenda for your consideration at the May 28 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Encl.
cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
V. E. Skoog
D. J. Barbee
D. H. Moehring
R. D. Asburry

BG:bb sr

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MAY 15 1969
FOR FILING

7779

May 14, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Attention: Mr. Glen Green

Location Approval
Rickreall-Independence Jct. Section
Willamina-Salem Highway
Polk County
Project F-325(-)

Dear Sir:

We hereby request your approval of Corridor 1, as described in the hearing transcript and the enclosed study report data, as the route location for the proposed Rickreall-Independence Jct. Section project on the Willamina-Salem Highway.

The Highway Department has considered the public hearing data, the enclosed location study report, as well as the social, economic and environmental effects, and has arrived at the conclusion that Corridor 1 is the proper location for the proposed highway construction project.

Selection of Corridor 1 as the specific location is based on consideration of the following facts:

1. Corridor 1 is 0.2-mile shorter, is estimated $1,000,000 less expensive, and the benefit-to-cost ratio is 1.16, as compared with 0.98 for Corridor 2.

2. Access control can be accomplished to a greater degree on Corridor 1. The real estate adjacent to Corridor 2 (existing facility) is slowly developing into residential lots, which would compound the problem of congestion along this corridor in the future.

3. Corridor 1 will involve virtually no improvements, and thereby will cause less disruption and unfavorable impact to the area.

4. Hearing testimony in general favored Corridor 1 as the proper location for the proposed project.

The requirement of paragraph 10c. of PPM 20-8 relative to publishing in appropriate news media concerning the disruption of the location for which we are requesting approval, is being accomplished. Copy of the request for the classified advertisement to news media will be forwarded separately.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Kiaboe
Assistant State Highway Engineer

Encl.
(Corridor Justification Report)

bc: Forrest Cooper
R. L. Porter
L. H. Young
D. J. Barbee
H. S. Cox
R. N. Chase
B. L. Gifford

RNC:ia

RECEIVED
MAY 7 - 1969

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 6, 1969

Board of Commissioners
Polk County
County Courthouse
Dallas, Oregon 97338

Yellow Heard

Gentlemen:

Re: Rickreall-Independence Junction Section
Willamina-Salem Highway, Polk County

At our corridor public hearing on March 6, you voiced the suggestion that our Plan No. 1 for the Rickreall-Independence Junction Section of the Willamina-Salem Highway be extended from our proposed interchange with the Dallas-Rickreall Highway westerly to Polk Station where an interchange should be added and the Dallas-Rickreall Highway interchange eliminated.

We have investigated the idea and have determined that added road-user costs due to out-of-direction travel, plus the added construction cost, produces a cost-benefit ratio of considerably less than one. Under the circumstances, we feel that the proposal should be eliminated from further consideration.

We do, however, thank you for your interest in this highway matter and for your presentation at the public hearing.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
E. B. KLASOE

F. B. Klaboe
Assistant State Highway Engineer

NOTED
TOM EDWARDS

cc: R. E. Simpson, Bureau of Public Roads
Forrest Cooper
Tom Edwards
D. J. Barbee
R. D. Asburry
W. H. Tebeau
R. L. Porter
Victor D. Wolfe
H. S. Cox
R. L. Schroeder

107-1

June 5, 1968
Salem, Oregon

2500 lb. Concrete with
4" AC overlay

Mr. F. B. Klaboe
Asst. State Highway Engineer
BUILDING

An experimental section of 2500 lb. concrete covered with 4-inches of AC was the subject of a recent discussion.

The Riverall-Independence Jct. Section of the Willamina-Salem Highway has been tentatively chosen as a location for this test section. Tests are now being made to determine cement content and adequacy of local aggregates to provide required strength. For purposes of comparison a cement content of 5 1/2 sacks per cu. yd. has been assumed.

Should gradation, aggregate quality and water content not be a serious factor, the 2500 lb. mixture could possibly be handled as cement treated base, that is, mixed through a pugmill, placed with a spreader and compacted in place.

A typical CTB estimate involves aggregate of 140 lbs. cu. ft. compacted, cement at $30.00 ton, and 50 cents a ton ($1.00 c. yd.) for handling. With aggregate at $2.50 ton, the cost of the 2500 lb. mixture would be, per cu. yd in place

Mixture	$4.73
Cement - (5.5 bags - or 13.6%)	7.76
Handling	1.00
	$13.49

This amounts to $0.37½ sq. yd. 1" thick or $3.00 sq. yd. 8" thick.

With 4 bags of cement (10%) the cost per cu. yd. in place would drop to $11.37, or $0.31½ sq. yd. 1" thick or $2.50 sq. yd. 8" thick.

The cement content in both of the above theoretical mixtures is considerably higher than the 3% used in our present CTB design. As the mixture cures, shrinkage cracks can be expected which could reflect through the AC cover.

Should the mixture be handled as concrete with associated controls it is estimated the price per sq. yd. in place would increase 33 cents or more.

NOTED
F. B. KLABOE

As a matter of interest the in place cost per sq. yd. for various designs have been computed for a soil with an R value of 10, a traffic coefficient of 10, requiring a crushed base equivalency of 32-inches. The following strength coefficients (CBE) were used:

1-Inch Depth	CBE
Rock	1-inch
5% CTB - (2 bag)	1.8 inches
2500 lb. CTB	2.2 inches
3300 lb. concrete	2.5 inches
AC	2.0 inches
PMBB	1.8 inches

In Place Costs - Sq. Yd.
(See attached comp. sheets)

5 1/2 bag CTB - 4" AC	$5.24
5 1/2 bag (handled as concrete) 4"AC	5.74
4 bag CTB - 4" AC	4.74
4 bag (handled as concrete) 4" AC	5.24
3300 lb. concrete as top crse.	5.61
4" AC - 8" PMBB	5.22
4" AC - 8" CTB (5% or 2 bags)	4.54

The above costs are truly indicative where in place depths of surfacing are the same. Increase or decrease of in place depths, one design against another, would influence the amount of rock required in shoulder slopes.

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Asst. Construction Engineer

GLD:ss

cc: Oscar White
Fred Yarbrough

$48 \times 2\frac{1}{2} \cdot \frac{1}{2} \cdot 2^{0}$

$\frac{1}{2} \cdot \frac{1000}{5140}$

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JAN 10 1969

ING

7779

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 9, 1969

Pacific Northwest Bell Telephone Company
Pacific Power & Light Company
Consumers Power, Inc.
Bonneville Power Administration
Northwest Natural Gas Company-Salem
Southern Pacific Company

Re: Preliminary Right of Way Map
Rickreall-Independence Jct. Section
Willamina-Salem Highway
Polk County

Gentlemen:

Enclosed you will find ____print(s) of the preliminary right of way map, our File No. 9B-5-10 on the above subject project. The present tentative schedule calls for opening of bids on September 25, 1969.

This information is being submitted to you in accordance with our policy of supplying Utilities and Railroads our latest thinking at the earliest possible date. Further information will be sent as it becomes available.

Mr. Fred W. Sugnet, 205 East Salem Highway Bldg., 2960 E. State Street, Salem, Oregon 97310 is the Field Utilities Liaison Engineer for this project.

Very truly yours,

F. D. Morgan
Construction Engineer

By: Darlene Litchfield
for T. W. Litchfield, Utilities Liaison Engineer

Enclosure
cc: Northwest Natural Gas-Portland
Mr. Ken Nambe - PP&L
F. B. Klaboe
R. D. Asburry
E. J. Hall
F. T. Lacey
F. W. Sugnet

RECEIVED
JAN 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 2 6 1968
FOR FILING

FORM E-30X—20M—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

December 24, 1968

NOTED
R. L. PORTER
2274

To: Mr. D. J. Barbee
Design Engineer

B U I L D I N G

SUBJECT: Rickreall-Independence
Jct. Section
Willamina-Salem Highway
Polk County

Paragraph 7a of Instructional Memorandum 80-1-68 requires that prior to a public hearing the State shall make preliminary investigations which will furnish certain information for each of the various alternate locations given final consideration.

Our study on the above project is attached.

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:AB
Attachment
cc R. E. Simpson
R. L. Porter
F. B. Klaboe
Floyd Query
Victor Wolfe
G. E. Rohde
H. S. Cox

RECEIVED
SEP 3 - 1968
FORM 2-00 (12-67)
FOR FILING
7779

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1968

SUBJECT: Rickreall-Independence Junction Section
Willamina-Salem Highway
Polk County

To: Mr. R. D. Asburry
Division Engineer
Salem, Oregon

Program XI indicates subject project is anticipated in 1970. Since the project's right of way involves displacement of homes and businesses, early activity by the Right of Way Division would be desirable.

Please review the survey progress and advise as to the earliest reasonable date data could be submitted for right of way descriptions.

F. D. Morgan
Construction Engineer

By George C. Wills
George C Wills
Chief Locating Engineer

GCW:jp
cc: F. B. Klaboe

RECEIVED
AUG 30 1968
OFFICE OF
STATE HIGHWAY ENGINEER

JUL 17 1968

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 12, 1968
Salem, Oregon

7779

To: F. D. Morgan
Construction Engineer
OFFICE

SUBJECT: Recon Estimate - July 1968
Rickreall-Independence Jct.
Willamina - Salem Highway

FBK

A revised cost (given in $1,000 units) for implementing the subject section is tabulated as follows:

UNIT 1, DALLAS JCT. (Rickreall) - DEADMAN CURVE

	Main Line	U.S. 99W Interch.	RR O'Xing @ Derry	Total
Length, miles	4.0	- - -	- - -	4.0
Grade & Pave	$2,280	$ 960	$ 420	$3,660
Structure(s)	760	600	360	1,720
Right of Way	100	20	- - -	120
		$1,580	$ 780	$5,500
Est. Cost	$3,140			

NOTED
F. B. KLABOE

UNIT 2, DEADMAN CURVE - INDEPENDENCE JCT.

Length, miles	0.9
Grade & Pave	$550
Structure	- - -
Right of Way	80
Est. Cost	$630

3140
780
630
4550

Under Unit 1, the main line cost represents construction based upon the premise that at-grade conditions would prevail at the U.S. 99W crossing in Rickreall and at the railroad crossing north of Derry; it is pointed out that the "braid type" interchange proposed for Dallas Junction is included because of the necessity of providing an efficient traffic separator at this point to handle the split in traffic between Dallas and the cost; the estimate includes all channelization necessary to provide a functional facility. The costs shown for the U.S. 99W interchange and the railroad overcrossing are additional costs to include these elements in lieu of the at-grade condition at the respective sites. The cost for Unit 1 would then vary from $3,140,000 to $5,500,000 depending upon the extent that one wishes to go in the way of improvement. I would like to indicate at this point that to add the U. S. 99W interchange at Rickreall and the railroad overcrossing at Derry after the main line has been in operation under the at-grade condition would call for increased costs of $1,830,000 for the interchange and $1,030,000 for the railroad overcrossing based upon present-day price levels.

Note to Morgan 7-17-68: Work up with separation of Railroad but no interchange with 99W. Use lights; buy R/W for interchange; however.

The cost for Unit 2 is self-explanatory; however, it is pointed out that no provision is made in the estimate for an interchange at Independence Junction.

These estimates are prepared on a 4-lane basis (prevailing 4-foot median) using current unit prices with respect to both the road work and the structures. Right-of-way costs are derived from the liaison estimates made in June, 1966.

It is interesting to note that the report of January, 1967 covering this section shows $3,870,000 for the ultimate plan (Unit 1 with interchange at U.S. 99W at Rickreall and the railroad overcrossing at Derry). Comparing this with the current estimate for the same unit, there is an increase in the estimated cost of $1,630,000. The reason for this increase can be attributed to the structure costs which increased $970,000 and the roadway costs which increased $670,000 - part of which is apparently due to present concepts in base design. Right of way costs showed no increase for the reason cited in the above remark about the origin of the right-of-way costs.

W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

WHT:ss

AUG 31 1967
FOR FILING
1779

Salem, Oregon 97310
August 30, 1967

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Construction/Abandonment Proposal
Rickreall-Independence Junction
Section, Willamina-Salem Highway
No. 30 (ORE22), Polk County

As you know, we have received a commitment from the Polk County Board of Commissioners to assume jurisdiction of the existing highway between Rickreall and Independence Junction if we construct a new facility on new alignment between these limits.

Please therefore initiate an aerial survey for the section using the prior approved line. There is no great rush to do this work but I believe we should get the ground control and flight work completed before the fall season hits us and the bad weather that accompanies it.

I would like to assume that the survey work could be completed sometime next spring.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: H. S. Cox

FORM E-30 JOH 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1967

SUBJECT: Construction/Abandonment Proposal
Rickreall-Independence Junction Section
Willamina-Salem Highway # 30 (ORE 22)
Polk County

To:

Mr. F. B. Klaboe ✓
Assistant State Highway Engineer

BUILDING

NOTED
E. L. PORTER

Pursuant to previous discussion this office contacted Mr. Doug Walker, Polk County Engineer, who in turn took the subject matter before the Polk County Board of Commissioners for consideration.

The Board of Commissioners have agreed to assumption of the existing alignment in the event of the ultimate construction of the proposed section. (Copy of letter attached).

Based on the above information this office will await further details as to construction plans prior to negotiation of a throughway-abandonment agreement.

H. S. Cox, Engineer
County and City Division

By

D N Harwell

D. N. Harwell
Assistant Engineer

DNH:nr
Att.
cc: V. D. Wolfe
F. D. Morgan
R. D. Asburry

RECEIVED
AUG 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

SP*23687.734

FORM E-30X—50M—7.66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 7, 1967

SUBJECT: Rickreall Vicinity
Willamina-Salem Highway
Polk County

To: Mr. Earl F. Saling
Right of Way Office Manager
Building

NOTED
F. B. KLABOE

Reference is made to your June 30 letter in regard to the Fuller property in three of the quadrants of the intersection of Willamina-Salem Highway and Pacific Highway East in Rickreall.

Several alternate plans have been studied over the years and further study will be needed before any decision can be made on final routing. We appreciate Mr. Fuller's interest in giving us first chance on anything we might need but we are in no position to take advantage of the offer.

F.D. Morgan
Construction Engineer

By A.D. Olson
A.D. Olson
Urban Engineer

ADO:jr

cc: F.B. Klaboe

RECEIVED
JUL 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 80M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

June 30, 1967

Salem, Oregon

SUBJECT:

Routing

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

Pate
Mcrelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JL 3 1967
CONSTRUCTION
DIVISION

To:
Adrian Olson
Urban Engineer
Building

Mr. Robert Cowling, P.O. Box 518, Medford, Oregon 97501, Attorney for George Fuller at Rickreall says Mr. Fuller is planning on selling part of the Fuller estate at Rickreall which he inherited in order to close the estate.

Since Mr. Fuller owns property in three quadrants of the present interchange he was wondering if the State Highway Department was interested in buying any additional right of way before part of it was sold out to some one else.

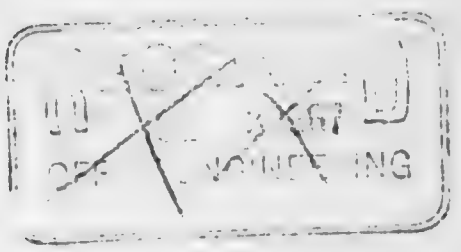
A week or so ago George Fuller who is going to school at Central point was in the office going over the ownership. He told me at that time he had requests from several oil companies for service station sites. He also inquired of Mr. Benner and others as to the proposed interchange. It seems that the latest thought is making an interchange for the Salem-Willamina Highway some distance north of Rickreall. Mr. Fuller was not advised at that time.

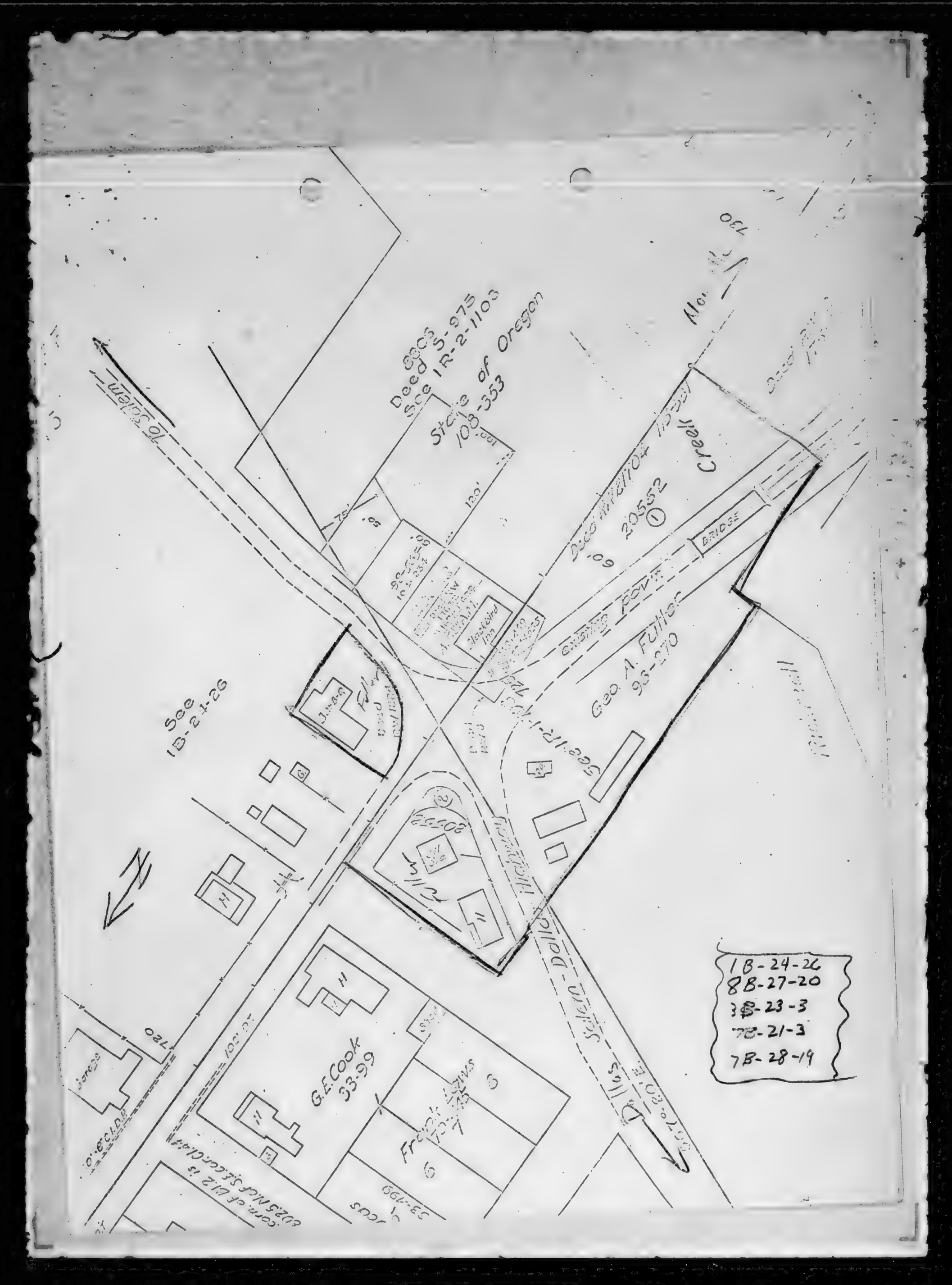
What should we now advise Mr. Cowling if anything?

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

EFS/ag

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State of Oregon
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20552
Creek
BRIDGE
existing Road
Geo. A. Fuller
93-270
Deed 1R-2-1105
Deed 1R-2-1106
Deed 1R-2-1107
Deed 1R-2-1108
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Deed 1R-2-1121
Deed 1R-2-1122
Deed 1R-2-1123
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FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
Fred Hill, Member
Helix
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
AUG 23 1967
ENGINEER
COUNTY & CITY DIVISION

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 28, 1967

Polk County Board of Commissioners
Courthouse
Dallas, Oregon 97338

Gentlemen:

The State Highway Commission is studying proposals to relocate the Rickreall-Independence Junction Section of the Willamina-Salem Highway (ORE 22) in Polk County, Oregon. Actual construction of said section will be based on its over-all economic effect, determination of which will include evaluation of testimony taken at public hearings, if such are required.

The study indicates that the proposal may follow the routing indicated on the attached map, shown in green. The portion of the present route that may be by-passed by the proposal is indicated on the attached map in red.

In order to avoid parallel routing of the State Highway System serving duplicating purposes, a determination should be made as to the disposition or jurisdiction of the existing route upon completion of construction of the proposed project. The Highway Commission therefore requests your consideration at this time to accept, upon completion of the new route, the by-passed section of the present route as a part of the local road system to provide service for persons living thereon or communities served thereby.

Signatures in the appropriate space provided below will indicate that Polk County will, by a subsequent formal agreement with the State Highway Commission, accept the indicated by-passed section as a local jurisdictional road upon completion of the project and after it has been placed in suitable condition as agreed upon by County and State.

Please return one signed copy to H. S. Cox, County and City Division Engineer, State Highway Building, Salem, Oregon, 97310.

APPROVED August 22, 1967
BOARD OF COMMISSIONERS OF Polk COUNTY
BY
COMMISSIONER
Clifford R. Jones
COMMISSIONER
Clinton E. Gallier
COMMISSIONER

Very truly yours,

Forrest Cooper
State Highway Engineer

By
H. S. Cox
County and City Division Engineer

Attach: Map
cc: F. B. Klaboe
Victor Wolfe
F. D. Morgan
Division Engineer R. D. Asburry

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

REFERRED TO

BY DEPUTY STATE HIGHWAY ENGINEER

Salem, Oregon
June 13, 1967

SUBJECT: Rickreall-Brunks Corner
Willamina-Salem Highway
Polk County

To: Mr. F. B. Klaboe
Asst. State Highway Engineer

B U I L D I N G

Attached is another progress report on the personal contacts Mr. Morgan and I were to make with owners on this section of highway.

Mr. Morgan was unable to call on the persons for this report. These contacts were made on June 9, by previous appointments.

Unless I hear from Attorneys Williams, Skopil and Miller, this is my final report.

G. E. ROHDE
Chief Counsel

K. A. Chatwood

K. A. Chatwood
Administrative Right of Way Agent

KAC:AA

Attachment

Porter
L.C.T.S. 5-15-6-55

RECEIVED
JUN 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Rickreall-Brunks Corner
Willamina-Salem Highway
Polk County

PROGRESS REPORT

Personal Contacts with Owners
by K. A. Chatwood

J. & J. SLEVKOFF
Contract Purchaser

Favorable to new location. This was not an easy decision for the Slevkoffs to make. The Slevkoff farm contains 270 acres which would be severed almost in equal portions. If the existing route were widened, the right of way line would take out their very lovely home.

THELMA J. STEWART
(Recently remarried, now Mrs. John Luscher)

Favorable to new location. The Luschers are looking forward to subdividing the property and feel that the new highway location would be a benefit to their future plans.

ATTORNEYS WILLIAMS, SKOPIL & MILLER

No decision. These attorneys were to have a decision on June 9, and then were to call me again on June 12. I will forward to you separately any word that I get from them regarding this new location.

FORM E-20 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 5, 1967

SUBJECT: Rickreall-Brunks Corner
Willamina-Salem Highway
Polk County

To: Mr. F. B. Klaboe
Asst. State Highway Engineer

B U I L D I N G

Last week Mr. F. D. Morgan, Construction Engineer, and I contacted a majority of the land owners on the above section regarding a new location of the highway. The new location would sever several large farms westerly of Oak Knoll Golf Club. Attached you will find a report of our contacts with the various owners to date. Also attached is a map of this section for your use.

G. E. ROHDE
Chief Counsel

K. A. Chatwood

K. A. Chatwood
Administrative Right of Way Agent

KAC:AA

Attachments

RECEIVED
JUN 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Rickreall-Brunks Corner
Willamina-Salem Highway
Polk County

PROGRESS REPORT

Personal Contacts with Owners
by F. D. Morgan
K. A. Chatwood

ELSIE M. MONSON

Against any relocation through her property. A highway taking for the Dolphs Corner-Rickreall Section several years ago ended in condemnation. Miss Monson is very bitter toward the Department and against any relocation of the highway which would further sever her holdings.

MARLIN BURELBACK

Against any relocation of existing highway that would substantially reduce his industrial site. Mr. Burelback has started a new industry manufacturing conveyor-type equipment for packing houses and similar commercial enterprises. Three large structures do not show on aerial map. The new location would take about 25% to 30% of the unimproved portion of his property.

HOWARD B.
& E. M. FLEMING

Against any relocation that would take a substantial amount of farm ground. Mr. Fleming realizes, however, that the new location would be the best place to improve this section of highway and does not object to the relocation in general. Mr. Fleming is a progressive, successful farmer.

M. A. BURCH et al

No contact. Mr. Morgan and I decided not to contact these owners in view of the fact that they are two elderly and feeble old maids over 80 years old. They live at the Mennonite Home in Dallas. Their affairs are managed by a niece in Corvallis. Whether the new location were used or the old highway improved, a considerable amount of land would be taken from this farm. I do not recommend disturbing these people regarding this relocation.

IDA H. RAGSDALE

Owner agreeable to new location. Ida Ragsdale is an elderly lady who asked us to meet with her son Elbert Ragsdale. He lives next door and farms his mother's property. Elbert is a progressive farmer; and even though he does not want to lose the acreage from his limited farm, he feels that the new location is the only practical route.

H. M. & C. P. WAIT

Favorable to new location. Our interview was with Mrs. Wait only. If the old highway were widened, it would take out all of the farm buildings. The Waits farm is approximately 900 acres and their buildings consist of a beautiful, large farmhouse and machine sheds of substantial size. Mrs. Wait was very much in favor of the new location. She had a very bad attitude, however, toward the Highway Commission, its employees and its policies.

M. M. VILLWOCK

Not in favor of new location. Mr. Villwock is contract purchaser and son-in-law of William H. and Martha L. Fern. He farms a total of 425 acres, 200 acres of it being north of the old highway. Mr. Villwock is a progressive, young farmer whose only objection to the new line is that it severs his farm. He is generally in favor to the new location and feels that it is in the best interest for the highway users, the town of Rickreall and others who are adversely affected. However, for his own well-being, he wishes to go on the record as being against the new location.

POLK CO. FARMERS CO-OP
c/o Walter Steele
Manager

Favorable to new location. Widening of the existing highway would wipe out the machinery-sales lot for the co-op and part of the bulk facilities for merchandising fertilizer. Traffic at present is so hazardous in front of this co-op store, that it is dangerous to anyone coming in or going out of the property or having to cross the highway. Mr. Steele is emphatically for the new location.

CALVIN KENNEDY
Contract Purchaser
M. B. & MARTHA FINDLEY
Owners

Unfavorable to new location. This is a dairy operation which involves considerable fences, lanes, pastures and irrigational facilities. Most of the irrigation is from underground pipes and the fields have been tiled. These owners are progressive dairymen and admit that the new location is the practical route. However, they want to go on the record as being against the new route for the reason that it would seriously restrict their dairy operation.

DON E. JOHNSON

Favorable to new location. Mr. Johnson farms this 120 acres in addition to other holdings. Even though he regrets having this rectangular taking severed, he wishes to go on the record as being in favor of the new location; because he feels it is in the best interest for all.

J. & J. SLEVKOFF
Contract Purchaser
S. & A. HOWARD
Owners

No opinion on best route as yet. Widening of the existing highway would take out a very large, modern farmhouse. The Slevkoffs asked for some time to discuss it with the neighbors and to give it full consideration.

THELMA J. STEWART

No contact made. Have appointment to meet on Friday, June 9.

E. CHANCELLOR
c/o Attorneys Williams,
Skopil & Miller

No opinion. Attorneys Williams and Skopil had no preference until they have studied our maps and consulted with their lessee. We are furnishing them with a map and will call again later this week.

A. J. & LOIS BECK

No contact. Either location will take equal amount of property from a field that is not even under cultivation this year. We do not recommend contacting and upsetting these land owners.

RUDY F. & LILLIAN
CALABA

No contact. Either route will cause about the same taking and damage. We do not recommend contacting and upsetting these land owners.

RECEIVED
JUN 29 1967
FILED
7779

Salem, Oregon 97310
June 28, 1967

Rickreall-Independence Junction
Willamina-Salem Highway

Mr. H. S. Cox
County-City Engineer
B U I L D I N G

Confirming my conversation with you, please contact the Polk County Court (probably through Doug Walker) and ascertain if they will accept the old highway between Deadmans Curve and Rickreall if we build a new facility on new alignment northerly of the existing highway.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

RECEIVED
JUN 29 1967
FORM E-30 6OM 7-66 SP*6228-734

PORTLAND
7779

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 28, 1967

SUBJECT: Rickreall-Independence Junction
Willamina-Salem Highway

To: MEMO TO THE FILE

The estimated cost for the plan using the existing alignment between the "Y" and Deadmans Curve and then continuing on new alignment northerly of the existing line is $3,530,000. This estimate does not include a separation structure for the railroad crossing.

The estimated cost for the plan using the existing alignment entirely between the "Y" and Rickreall is $3,890,000, without a railroad separation structure. The railroad separation structure for this plan is $1,360,000 and, if used, would have to be included as part of the plan. This would bring the total cost for upgrading the existing plan to $5,250,000.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

~~RETURN TO~~
~~PRELIMINARY~~
~~STUDIES SECTION~~ 27.5

Form 734106-1031—9-63
State Printing 53419

Job No. .....
Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for .....

Made by 6/15, 1967 Checked by ....., 19..... Backchecked by ....., 19.....

Rickreall - Independence Jct. (Plan 2)

Rickreall - Deadmans Curve

Grade and Pave	$1.780.000
R.R Signals	20.000
99-W Interchange	550.000
Willamina-Salem Hwy. Inter.	450.000
R/W	130.000
Total	$2.930.000

with interchanges
NO R/R seperation

Deadmans Curve - Independence Jct.

Grade and Pave	480.000
Structures	----
R/W	120.000
Total	$600.000

Est. Const Cost $3,530,000 ✓

Improve existing hwy.

4,650,000 with Int.
600 000 with RR seperation
$ 5,250 000
1.136
3.890 without R R sep.

FILE NO. PSSR 27-5

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 25, 1967

SUBJECT: Assignment No. 1330-FBK
Rickreall-Independence Junction
Willamina-Salem Highway

To:
Mr. D. J. Barbee
Assistant Construction Engineer
O F F I C E

Estimates for the two plans outlined in F. B. Klaboe's letter of January 13 to F. D. Morgan are given as follows with a brief description of each:

Plan 1 would utilize the existing facility from Rickreall to Deadman Curve with an alignment revision through the Deadman Curve area to alleviate the relatively bad horizontal-and-vertical alignment combination now prevalent. Costs, as shown, are given in 1,000-dollar units for construction between Rickreall and Deadman Curve; length is 3.8 miles.

	Main Line	Derry Interch.	US 99W Interch.	Willamina Interch.
Grade and Pave	$1,630	$ 600	$ 300	$ 300
Structures	120	710	300	170
Right of Way	110	50	310	50
Est. Const. Cost	$1,860	RR Sep $1,360	$ 910	$ 520

Summation of the above costs yields $4,650,000 and includes a railroad grade separation at Derry in conjunction with the interchange. The main line cost shown is based upon a four-lane facility utilizing a 16-foot median. Other costs shown are additional to the basic main line cost and include the grading and structures to effect the necessary grade separations.

Plan 2 would pass to the north of Rickreall and continue easterly to tie back to the existing facility at the north end of Deadman Curve. As above, the costs in the following tabulation are given in 1,000-dollar units for construction between Rickreall and Deadman curve; length is 4.1 miles which includes extension of the route to the Dallas Highway.

	Main Line	RR Sep.	US 99W Interch.	Willamina Interch.
Grade and Pave	$1,660	$ 730	$ 300	$ 300
Structures	120	230	250	150
Right of Way	100	- - -	20	10
Est. Const. Cost	$1,880	$ 960	$ 570	$ 460

Summation of these costs yield $3,870,000. The general comments made with respect to the costs for Plan 1 are also appropriate for this plan.

Both Plan 1 and Plan 2 would follow generally the existing facility from Deadman Curve to Independence Junction and the estimated cost for improving this segment to four lanes is $600,000 (this does not include an interchange in the Independence "Y" area), for about a mile of construction; existing vertical alignment through this segment is poor and to obtain reasonably good sight distance, infringement upon adjacent culture would be necessary (see report of December 16, 1963 for comment). A bypass to the south of the culture adjacent the existing facility through this segment (golf course, cemetery and residential units) would be about $100,000 less expensive than improvement of the existing facility.

The total package cost between Rickreall and Independence Junction would then be as follows:

	Plan 1	Plan 2
Rickreall-Deadman Curve	$4,650,000	$3,870,000
Deadman Curve-Independence Jct.	600,000	600,000
Totals	$5,250,000	$4,470,000

Attached are narratives from reports dated December 16, 1963 and June 10, 1966 which point out some of the idiosyncrasies of the various route proposals investigated previously.

W. H. Tebeau
Preliminary Studies Engineer

WHT:fp
Attach.

FORM S-36 50M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1966

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

SUBJECT: Revised Estimate
Rickreall-Independence Jct.
Willamina-Salem Highway

The revised costs for the proposals outlined in the report of December 16, 1963 are:

Unit A-B (Rickreall-Deadman Curve)

	Plan 1	Plan 2
Length, Miles	3.35	3.29
Grade & Pave	$2,160,000	$2,060,000
Structures	310,000	220,000
Right of Way	160,000	80,000
Est. Const. Cost	$2,630,000	$2,360,000

A railroad grade separation is assumed at Derry on both Plans 1 and 2. If an at-grade crossing were desired, the cost for Plan 1 would be reduced to $2,310,000; a corresponding reduction in cost would also be realized on Plan 2 with an at-grade crossing.

Unit B-C (Deadman Curve-Independence Junction)

	Plan 1	Plan 2
Length, Miles	1.29	1.26
Grade & Pave	$480,000	$450,000
Structures	~~80,000~~ 110,000	40,000
Right of Way		
Est. Const. Cost	~~$560,000~~ 590,000	$490,000

These costs reflect current prices with the construction costs being adjusted to allow for the increase in construction costs since 1963. Right of way costs were re-evaluated by the Right of Way Division and their revised figures were increased 10 per cent by this Section for the estimates.

A copy of the December 16, 1963 report is attached.

W. H. Tebeau
Preliminary Studies Engineer

WHT:rw

Attach.

Salem, Oregon
December 16, 1963

Rickreall-Independence Jct.
Willamina-Salem Highway
Polk County

Mr. F. D. Morgan
Construction Engineer
O F F I C E

An investigation has been made for improvement of the Willamina-Salem Highway between Rickreall and Independence Junction. A previous study had been made in November, 1959, and data from that study was used with supplementary field observations. A small scale map is attached showing the routes studied; it will be noticed that two independent construction units were developed, each having two possibilities for improvement.

On Unit A-B (Rickreall-Deadman Curve), the two possibilities are: Plan 1 - utilizing the present grade and alignment as much as possible and introduction of a grade separation with the Southern Pacific Company railroad (West Side Branch) at Derry; the centerline of the improvement through this area is shifted to the north just enough to enable the existing roadway to be used as a frontage access road to the commercial establishments at Derry and Plan 2 - a completely new route which would parallel the present highway about 1,000 feet to the north considering also a railroad grade separation with the West Side Branch. The estimated costs are:

	Plan I	Plan 2
Length, miles	3.35	3.29
Grade & Pave	$1,800,000	$1,720,000
Structures	280,000	200,000
Right of Way	150,000	70,000
Est. Const. Cost	$2,230,000	$1,990,000

On Plan I if an at-grade crossing of the West Side Branch in Derry were desired, the cost would be reduced to $1,540,000; a corresponding reduction in the cost of Plan 2 would also be realized with the at-grade crossing of the railroad. In the vicinity of Baskett (mud) Slough, the estimate of Plan 1 reflects the construction of a bridge over the slough and to ensure tangent alignment on this bridge (to reduce any hazards connected with frosty bridge decks), it will be necessary to take a farm unit worth in the neighborhood of $25,000; as an alternate to the bridge, culverts (double installation of

[illegible]-inch multiplate) were studied as a possible replacement of the present bridge with cost savings amounting to about $40,000; however, because of the drainage characteristics of the general area, the use of culverts would not be recommended. A copy of a report concerning Baskett Slough is appended.

On Unit B-C (Deadman Curve-Independence Junction), the two possibilities are: Plan 1 - utilizing the present alignment and attempting to correct the vertical alignment; and Plan 2 - a new route paralleing the existing highway to the south. Estimated costs are:

	Plan 1	Plan 2
Length, miles	1.29	1.26
Grade & Pave	$400,000	$370,000
Structures	- - - -	- - - -
Right of Way	60,000	40,000
Est. Const. Cost	$460,000	$410,000

Vertical alignment on the existing facility is very poor and to obtain adequate sight distance, infringement upon the Restlawn Cemetery and the Oak Knoll Golf Course would be necessary; access to adjacent residential property would also be seriously affected. By relocating the highway to the south and taking advantage of the topography, the undesirable features of vertical alignment and proximity of the golf course and cemetery could be eliminated. The portion of the existing highway bypassed could serve as an access to the cemetery, golf course and residences.

The 20-year projected average daily traffic is 8,800 and if Plan 2, Unit A-B, were in use, there would be 7,600 on it and 1,200 left to use the old highway. On the basis of these traffic predictions, four 12-foot lanes with a prevailing 4-foot median and 10-foot shoulders is assumed; a 16-foot median is used where channelization becomes necessary. Train movements through Derry are 4 trains during daylight hours and 4 trains during the night making a total of 8 trains; this forms a basis for consideration of a railroad grade separation in the Derry Area.

In analyzing the results of this investigation, it appears that any improvement should follow along the general routing as indicated by Plan 2 (construction of a new route) of both units (A-B and B-C). On Unit A-B, the Plan 2 routing would eliminate a source of congestion by placing a controlled-access type of facility away from the residential and commercial development adjacent the existing facility; the existing facility could still be maintained as an access to the adjacent developments. On Unit B-C the Plan 2 routing would also eliminate a source of congestion besides providing for good vertical alignment which does not exist at the present time. An economic analysis would most likely favor the construction of Plan 2 for both units.

W. H. Tebeau
Field Reconnaissance Engineer

WHT:fp
Attach.

RECEIVED
JUN 9 1967
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
~~KENNETH N. FRIDLEY, MEMBER~~
~~WASCO~~
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Member
~~Helix~~
7779

Klaboe

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 6, 1967

Williams, Skopil & Miller
Capitol Tower
Salem, Oregon

Rickreall-Brunks Corner
Willamina-Salem Highway
Polk County

Gentlemen:

Last Friday, June 2, 1967, Mr. Morgan and I were in your office to discuss a new location for a section of highway in the Rickreall area which would involve a property in which you have an interest. You asked for a map of the area so that you could better consider and discuss the matter with your lessee.

Enclosed you will find such a map. The area outlined in green appears, to the best of our knowledge, to be the land with which you are concerned. The heavy black line is the proposed new location of the highway.

I will call on you later this week to see what your decision in this matter will be.

Very truly yours,

G. E. ROHDE
Chief Counsel

K. A. Chetwood
Administrative Right of Way Agent

KAC:AA

Enclosure

cc: F. B. Klaboe
G. E. Rohde
F. D. Morgan

RECEIVED
JUN 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 31 1967
FOR FILING

5779

Salem, Oregon
May 29, 1967

F. B. Klaboe
Assistant State Highway Engineer

OFFICE

In line with our discussion on Friday, this is to confirm that we are to have a diplomatic Right of Way man and a diplomatic engineer from the Construction Division contact all property owners affected by the proposed route between the Independence "y" and Rickreall. This is to determine, if possible, their reaction to establishing such a location.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Victor D. Wolfe

Referred to Morgan - Oakes - for Info. 5-31-67

RECEIVED
JAN 13 1967

7779

(1330)

Salem, Oregon 97310
January 13, 1967

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Rickreall-Independence
Junction Section, Willamina-
Salem Highway

Attention Mr. D. J. Barbee

Please have someone make a reconnaissance estimate on two new plans.

Plan 1 would be to use the existing highway from the "Y" westerly to Deadmans Curve. You then swing slightly south on an easy curve and connect to the existing highway, then follow the existing highway from there to Rickreall.

Plan 2 would be to use the existing highway west from the "Y" to Deadmans Curve and then proceed generally westerly to an intersection with Highway 99W just north of Rickreall.

Please also estimate the cost of constructing an interchange between the existing Willamina-Salem Highway and 99W. Please design and develop a diamond interchange. The estimate should include sketches that will show the specific properties that would be necessary to acquire.

F. E. Klaboe
Assistant State Highway Engineer

FEK:erb

FORM E-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 10, 1966

The Honorable Walter Leth
State Senator
885 Cascade Drive, N. W.
Salem, Oregon 97304

NOTED
F. B. KLABOE

Dear Senator Leth:

Reference is made to our recent conversations concerning the location of Highway 22 between the Independence Junction and Rickreall.

Our studies lead us to the conclusion that there are two possible routes for this section. One would be to improve the existing highway to four-lane standards. The second would be to leave the existing highway near the Oak Knoll Golf Course and proceed westerly on a new parallel route located about 1,000 to 1,500 feet north of the existing highway.

We would like to have a little more time to determine the relative merits of these two routes before we make a decision. If this is satisfactory, we will contact you again in about a month.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe (BU 11-9)
F. D. Morgan
R. D. Asburry
Ralph Sipprell

Mr. Klaboe discussed w/ Leth prior to the Senator's appt. to agriculture Dept.

RECEIVED
OCT 10 1966
FOR FILING
7779

Salem, Oregon 97310
October 7, 1966

Mr. F. D. Morgan
Construction Engineer
BUILDING

I am returning the information you provided me on the location of the Rickreall-Independence Junction Section of the Willamina-Salem Highway.

We would like to give more consideration to Plan 2 than we have heretofore. However, we do not want to take any public actions in this matter until after the first of November.

In the meantime, please firm up the estimates and also provide me with a list of all property owners involved with Plan 2. Addresses should be included as we will probably want to write to them all and call an open meeting when we are ready.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Victor D. Wolfe

RECEIVED
AUG 1 - 1966
FOR FILING

Salem, Oregon 97310
August 1, 1966

Mr. D. J. Barbee
Ass't. Construction Engineer
BUILDING

Hickrell-Independence
Junction Section,
Willamina-Salem Highway

The crossing of the railroad track on this project should be planned for a separation structure as far as the purchase of right-of-way goes.

The decision as to whether or not the crossing will actually be separated or at grade will be made at a later date depending on the availability of finances.

F. B. Klaboe
Assistant State Highway Engineer

FBK:mrb

RECEIVED
JUL 21 1966
FOR FILING

SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1966

7779

SUBJECT:

To: MEMO TO FILE

On this date, Senator Walter Leth and Walter K. Steele, Manager of the Polk County Farmers Co-op, P. O. Box 47, Rickreall, were in my office.

Mr. Steele's company is contemplating some rather extensive changes in improvements at Derry. He stated that they would be glad to work out some type of a plan for the reconstruction of the highway in the area and that insofar as possible they would adjust to our plans.

Mr. Klaboe: As soon as crews are available, please have a preliminary study made of a proposal for an ultimate grade separation for the railroad with suitable service to the businesses and property in the area. If there is going to be any substantial delay, I would like to know as I should inform the interested parties. Please take it from here.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ralph Sipprell
R. D. Asburry

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JUN 27 1966
FOR FILING

7779

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1966

SUBJECT: Rickreall-Independence Junction
Willamina-Salem Highway

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

160
815

BUILDING

Attached is an excerpt from a Metzger Map (1962 vintage) showing ownerships north of the existing highway between Rickreall and Independence Junction. These ownerships have been checked against the Assessor's plats in the Polk County Courthouse and no variation from what is shown has been found.

I hope this will answer your inquiry concerning ownerships north of the highway.

F. D. Morgan
Construction Engineer

By W. H. Tebeau

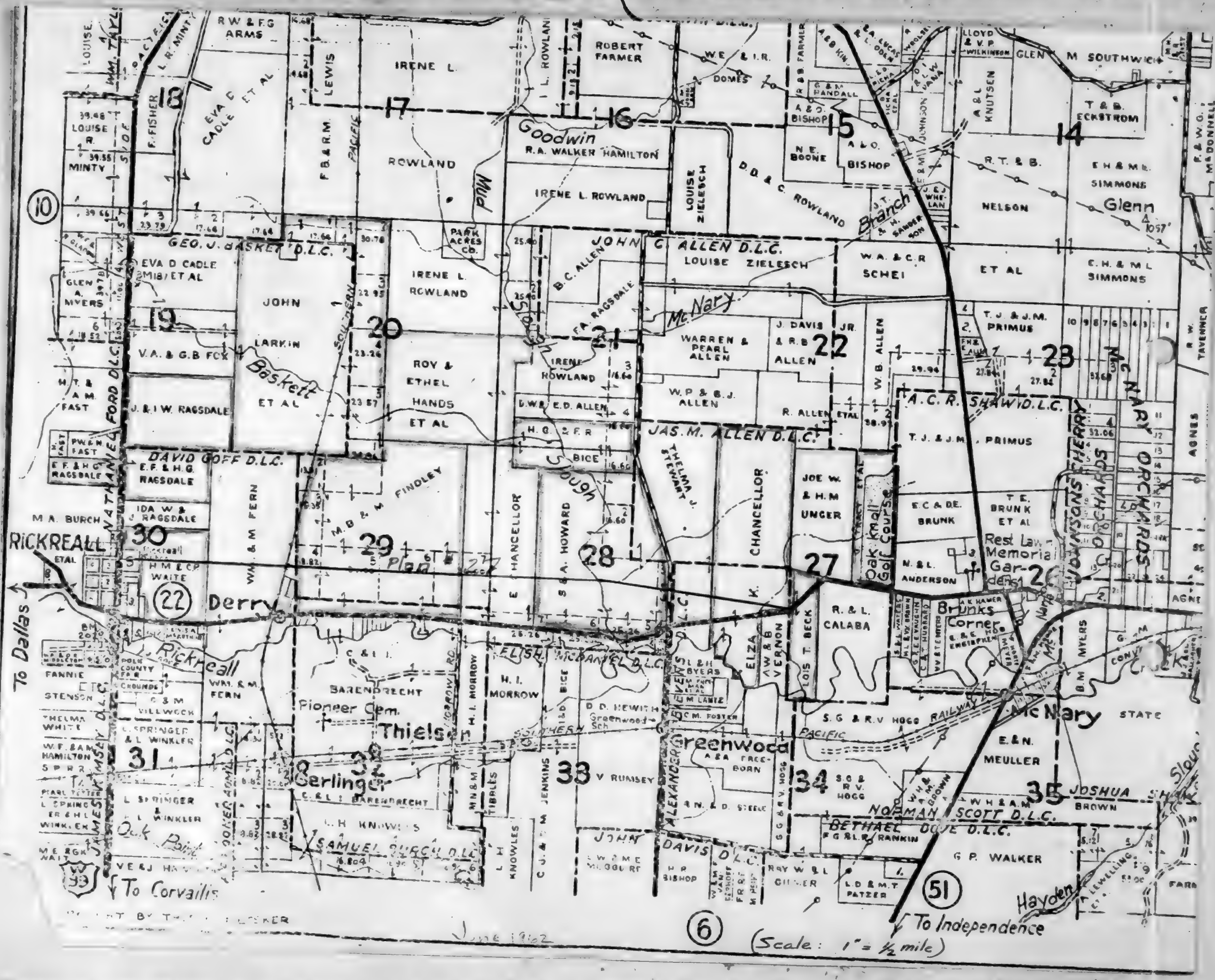
W. H. Tebeau
Preliminary Studies Engineer

WHT:bjm
Attachment

Morgan - Plan attached
As mentioned - I'll see
me [illegible] date 6-11-66 JBK

RECEIVED
JUN 24
OFFICE OF
STATE HIGHWAY ENGINEER

copy to
Morgan
6-27-66


R W & F G ARMS
IRENE L.
ROBERT FARMER
W E & I R. DOMES
A & L KNUTSEN
T & B. ECKSTROM
LOUISE R. MINTY
F. FISHER
EVA D CADLE ET AL
F B & R M LEWIS
ROWLAND
Goodwin
R.A. WALKER HAMILTON
IRENE L. ROWLAND
LOUISE NIELESCH
D D & C ROWLAND
N.E. BOONE
A & D. BISHOP
R. T. & B. NELSON
E H & M L SIMMONS
Glenn
GEO. J. BASKET D.L.C.
EVA D CADLE ET AL
PARK ACRES CO.
JOHN C ALLEN D.L.C.
LOUISE ZIELESCH
W.A. & C.R SCHEI
ET AL
E. H. & M. L SIMMONS
GLEN A. MYERS
JOHN LARKIN
IRENE L. ROWLAND
B.C. ALLEN
F.A. RAGSDALE
Mc Nary
T. J. & J.M. PRIMUS
V.A. & G.B FOX
Baskett ET AL
ROY & ETHEL HANDS ET AL
IRENE ROWLAND
WARREN & PEARL ALLEN
J. DAVIS JR. & R.B ALLEN
W.B. ALLEN
W.P. & E.J. ALLEN
R. ALLEN ETAL
J. & I W. RAGSDALE
D.W.B. E.D. ALLEN
H. C. & F. R BICE
JAS. M. ALLEN D.L.C.
A.C.R. SHAW D.L.C.
T. J. & J.M. PRIMUS
DAVID GOFF D.L.C.
E.F. & H.G. RAGSDALE
IDA W. & J. RAGSDALE
M A. BURCH
RICKREALL ETAL
HM & CP WAITE
WM. & M. FERN
FINDLEY
THELMA STEWART
JOE W. & H.M UNGER
E.C. & DE. BRUNK
T.E. BRUNK ET AL
Rest Lawn Memorial Gardens
N. & L. ANDERSON
Oak Knoll Golf Course
Derry
Brunks Corner
To Dallas
To Corvallis
To Independence
Rickreall
Pioneer Cem.
BARENDRECHT
Thielsen
Berlinger
SAMUEL BURCH D.L.C.
JOHN C. DAVIS D.L.C.
R. & L. CALABA
ELZA
LOIS T. BECK
S.G. & R.V. HOGG RAILWAY
Mc Nary
STATE
E. & N. MEULLER
NORMAN SCOTT D.L.C.
BETHAEL DOVE D.L.C.
G P. WALKER
L.D. & M.T. PATZER
Hayden
Oak Point
Plan
Slough
Creek
Ridge
Orchards
(22)
(10)
(6)
(51)
(Scale: 1" = ½ mile)
June 1962

RECEIVED
JUN 20 1966
FOR FILING
7779

(815)

Salem, Oregon 97310
June 17, 1966

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Rickreall-Independence
Junction, Willamina-
Salem Highway

Reference is made to Mr. Tebeau's latest report dated June 10. It is our judgment that we should go ahead with this survey utilizing plan 1 between A and B and plan 2 between B and C.

Before proceeding, however, I would like to see an ownership map for the area between the existing highway and Baskett Slough in order to assure myself that there is no possibility of a new location northerly of the existing highway that does not cut up farm properties. If this proves to be the case it will be in order to execute a survey order and perform the necessary field work as soon as convenient.

This project has tentatively been set up under Program X so the work should be performed as soon as crews are available.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Mr. Victor D. Wolfe

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1966

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

SUBJECT: Revised Estimate
Rickreall-Independence Jct.
Willamina-Salem Highway

The revised costs for the proposals outlined in the report of December 16, 1963 are:

Unit A-B (Rickreall-Deadman Curve)

	Plan 1	Plan 2
Length, Miles	3.35	3.29
Grade & Pave	$2,160,000	$2,060,000
Structures	310,000	220,000
Right of Way	160,000	80,000
Est. Const. Cost	$2,630,000	$2,360,000

A railroad grade separation is assumed at Derry on both Plans 1 and 2. If an at-grade crossing were desired, the cost for Plan 1 would be reduced to $2,310,000; a corresponding reduction in cost would also be realized on Plan 2 with an at-grade crossing.

Unit B-C (Deadman Curve-Independence Junction)

	Plan 1	Plan 2
Length, Miles	1.29	1.26
Grade & Pave	$480,000	$450,000
Structures	- - - -	- - - -
Right of Way	80,000	40,000
Est. Const. Cost	$560,000	$490,000

These costs reflect current prices with the construction costs being adjusted to allow for the increase in construction costs since 1963. Right of way costs were re-evaluated by the Right of Way Division and their revised figures were increased 10 per cent by this Section for the estimates.

A copy of the December 16, 1963 report is attached.

W. H. Tebeau
Preliminary Studies Engineer

WHT:rw

Attach.

RECEIVED
JUN 10 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 1 - 1966
FOR FILING
7779

Salem, Oregon 97310
May 31, 1966

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Rickreall-Independence Junction, Willamina-Salem Highway, Polk County

760

I am returning a reconnaissance report made for this project in 1963. I have looked at the estimates and do not believe that they are entirely realistic particularly with regard to the right-of-way portions. Please have the reconnaissance report updated and advise me of the new figures.

I am putting a somewhat short time on this assignment due to the fact that Mr. Cooper needs the information for an upcoming Chamber of Commerce speech.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

Enclosures

cc: Mr. Victor D. Wolfe

FORM E-20 BOM 2-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1965

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

SUBJECT: Rickreall-Independence Jct.
Willamina-Salem Highway
Polk County

Herewith reconnaissance report on the subject together with two prints (one contour, one mosaic) depicting alternate proposals for this location. In general, this office favors a combination of following existing alignment on A - B and new alignment B - C.

This survey has not started and a route decision at this time would be helpful in expediting the work.

F. D. Morgan
Construction Engineer

JEM:rw

Attach.

FORM E-20 5M4 5-58 48007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 16, 1963

SUBJECT: Rickreall-Independence Jct.
Willamina-Salem Highway
Polk County

To:
Mr. F. D. Morgan
Construction Engineer
O F F I C E

An investigation has been made for improvement of the Willamina-Salem Highway between Rickreall and Independence Junction. A previous study had been made in November, 1959, and data from that study was used with supplementary field observations. A small scale map is attached showing the routes studied; it will be noticed that two independent construction units were developed, each having two possibilities for improvement.

On Unit A-B (Rickreall-Deadman Curve), the two possibilities are: Plan 1 - utilizing the present grade and alignment as much as possible and introduction of a grade separation with the Southern Pacific Company railroad (West Side Branch) at Derry; the centerline of the improvement through this area is shifted to the north just enough to enable the existing roadway to be used as a frontage access road to the commercial establishments at Derry and Plan 2 - a completely new route which would parallel the present highway about 1,000 feet to the north considering also a railroad grade separation with the West Side Branch. The estimated costs are:

	Plan I	Plan 2
Length, miles	3.35	3.29
Grade & Pave	$1,800,000	$1,720,000
Structures	280,000	200,000
Right of Way	150,000	70,000
Est. Const. Cost	$2,230,000	$1,990,000

On Plan I if an at-grade crossing of the West Side Branch in Derry were desired, the cost would be reduced to $1,540,000; a corresponding reduction in the cost of Plan 2 would also be realized with the at-grade crossing of the railroad. In the vicinity of Baskett (mud) Slough, the estimate of Plan 1 reflects the construction of a bridge over the slough and to ensure tangent alignment on this bridge (to reduce any hazards connected with frosty bridge decks), it will be necessary to take a farm unit worth in the neighborhood of $25,000; as an alternate to the bridge, culverts (double installation of

240-inch multiplate) were studied as a possible replacement of the present bridge with cost savings amounting to about $40,000; however, because of the drainage characteristics of the general area, the use of culverts would not be recommended. A copy of a report concerning Baskett Slough is appended.

On Unit B-C (Deadman Curve-Independence Junction), the two possibilities are: Plan 1 - utilizing the present alignment and attempting to correct the vertical alignment; and Plan 2 - a new route paralleing the existing highway to the south. Estimated costs are:

	Plan 1	Plan 2
Length, miles	1.29	1.26
Grade & Pave	$400,000	$370,000
Structures	- - - -	- - - -
Right of Way	60,000	40,000
Est. Const. Cost	$460,000	$410,000

Vertical alignment on the existing facility is very poor and to obtain adequate sight distance, infringement upon the Restlawn Cemetery and the Oak Knoll Golf Course would be necessary; access to adjacent residential property would also be seriously affected. By relocating the highway to the south and taking advantage of the topography, the undesirable features of vertical alignment and proximity of the golf course and cemetery could be eliminated. The portion of the existing highway bypassed could serve as an access to the cemetery, golf course and residences.

The 20-year projected average daily traffic is 8,800 and if Plan 2, Unit A-B, were in use, there would be 7,600 on it and 1,200 left to use the old highway. On the basis of these traffic predictions, four 12-foot lanes with a prevailing 4-foot median and 10-foot shoulders is assumed; a 16-foot median is used where channelization becomes necessary. Train movements through Derry are 4 trains during daylight hours and 4 trains during the night making a total of 8 trains; this forms a basis for consideration of a railroad grade separation in the Derry Area.

In analyzing the results of this investigation, it appears that any improvement should follow along the general routing as indicated by Plan 2 (construction of a new route) of both units (A-B and B-C). On Unit A-B, the Plan 2 routing would eliminate a source of congestion by placcing a controlled-access type of facility away from the residential and commercial development adjacent the existing facility; the existing facility could still be maintained as an access to the adjacent developments. On Unit B-C the Plan 2 routing would also eliminate a source of congestion besides providing for good vertical alignment which does not exist at the present time. An economic analysis would most likely favor the construction of Plan 2 for both units.

W. H. Tebeau

W. H. Tebeau
Field Reconnaissance Engineer

WHT:fp
Attach.

FORM E-90 EGH 8-62 43900

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

CONSTRUCTION DIVISION
OCT 22 1963

October 18, 1963
Salem, Oregon

SUBJECT: Baskett (Mud) Slough on Rickreall-Independence Junction Section

To:

Mr. Bill Tebeau
Reconnaissance Engineer
B U I L D I N G

Mud Slough, or Baskett Slough as it is shown on the quadrangle, drains 28 square miles. Normally, the 50-year flood from an area of this size would be about 4200 cfs; however, because of considerable storage on the valley floor in the form of flooding, the peak discharge is substantially reduced.

Testimony as to the apparent velocity of flow through the present highway bridge indicates maximum velocities of 2 fps or less. With the water surface at the bottom of the stringers, the waterway area utilized is about 1140 square feet and, at 2 fps, the discharge would be 2280 cfs.

Rickreall Creek overflows the highway west of the bridge quite frequently. The greatest overflow of which I am aware occurred in 1935 when a mile or more of the highway west of Mud Slough was under water at depths up to 18 inches. A little water went over the road in the winter of 1962-1963. A substantial flow went over the highway several times in each of the two preceding winters. This flow enters Mud Slough upstream from the bridge and returns to Rickreall Creek via the bridge. Rickreall Creek and Mud Slough apparently do not crest at the same time.

The maximum depth of flow to be expected at the bridge site is about 20 feet, largely due to a holdup by Rickreall Creek. If twin 20-foot diameter pipes were used the head for 2500 cfs would be 0.6 foot; for 3500 cfs, the head would be 1.1 feet. Fitting the pipes to the existing 15-foot channel might be a problem. Using 8 gage material, the cost would be about $40,000 excluding excavation, embankment and paving.

A bridge over a 15-foot channel with 2:1 slopes and a 23-foot fill would cost about $50,000 for a 44-foot deck width and 107-foot length.

Debris would be a factor in choosing the type of structure to be used. The partition between culvert barrels would be more inclined to catch debris than would the bridge piers. Debris as large as whole trees has been known to make its way down the channel. For this reason, as well as the fact that there does not appear to be a marked difference in cost, I would favor the bridge.

Between Rickreall and Station 440, there does not appear to be any problem with drainage.

I do not have sufficient data at this time to be able to state with accuracy what would happen to the flow in Rickreall Creek if the highway grade were raised between Stations 381 and 411 so as to prevent overflow. The volume of overflow cannot be estimated with any degree of certainty, but for the 50-year flood of 12,000 cfs perhaps 2000 cfs might overflow the highway if up to a mile were under water, as it was in 1935.

Assuming the Rickreall Creek channel to have a uniform 50-foot bottom with 1:1 sides, the depth of flow for 10,000 cfs would be 17.8 feet. If the discharge were increased to 12,000 cfs, the depth of flow would raise to 19.7 feet.

Not all of this increase in depth would actually occur since no allowance was made in the above computation for flow on the adjacent flood plains. As the depth of flow increases, the importance of this flow increases at a greater rate.

At Station 367, Rickreall Creek has eroded the roadbed bank at a 90-degree bend. Water has not gone over the road at this point.

From this point east to Independence Junction, the only problem has been from local overflow at about Station 306 and Station 290. Since the original 12-inch pipes at these locations were augmented with 18-inch arch pipes, there has been no further overflow.

John C. Jenkins
Assistant Research Engineer

JCJ:bbc

RECEIVED
MAR 15 1965
FORM E-BOX—50M—7-64 SP*6230-734
FOR FILING

1779

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1965

SUBJECT: Rickreall-Independence Junction Section
Willamina-Salem Highway

To: Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

Attention: Mr. J. E. Morelock

This date contacted Mr. W. K. Steele, Manager of both Polk County Farmers' Cooperative, Rickreall, Oregon, and Grange Oil Company, Tangent, Oregon. Discussed with him the proposed revision of the Willamina-Salem Highway in the vicinity of their installation at Derry. Gave him what information I could, which was not absolute, but told him as such the absolute would not be available until after the field location was completed and approved by the Commission. He wanted to be kept informed of any proposed changes which might affect his facility.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM

NOTED
L. J. SHAW

CONSTRUCTION DIVISION
RECEIVED
MAR 17 1965
ENGINEER

March 5, 1965

Mr. W. K. Steele, Manager
Polk County Farmers' Cooperative
Rickreall, Oregon

Dear Mr. Steele:

Your request of January 29 for a statement of future improvement which will be made at Derry on the Willamina-Salem Highway has required considerable study and comparison of possible alternate routes. No fully developed plan for upgrading the Rickreall-Independence Junction Section exists, but a tentative design has been made which we feel will fill both your and our future needs.

Basically the plan is to acquire right of way for a railroad grade separation at Derry, although it may not be used in its entirety for several years. The alignment will be for ultimate freeway operation with frontage roads as required.

Until a survey can be prepared and approved by the State Highway Commission, purchase of right of way cannot be made. However, we can delineate the taking limit on the ground with sufficient accuracy to be of some assistance to you. You will be contacted in this regard at an early date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

cc Forrest Cooper
R. L. Porter
F. D. Morgan

DERRY
Proposed R/W Line ?
310'
Pacific Express Line
Penn'a Railroad Co.
Fencing
Creek
Co.
472,000

RECEIVED
PACIFIC COOPERATIVES
FOR FILING

Comet
RLW

INTERNATIONAL HARVESTER

Polk County Farmers' Cooperative

DALLAS 623-2263 · INDEPENDENCE 838-1343 · SALEM 363-2332

Rickreall, Oregon

January 29, 1965

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENG.

REFERRED TO
admin
BY SECRETARY

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

On February 3, 1964, I wrote a letter to the State Highway Department stating that we are contemplating improvements to our present facilities, and we would like information regarding what improvements are planned in the future on Highway Route 22 past our store facilities.

We did receive some information, however, it was not in detail enough for us to go ahead with our plans. We are now faced with the problem of an expansion program and this could be of considerable scope, therefore, I am requesting from the Commission by this letter to advise us of the plans of improvement to Route 22 through Derry Station.

Very truly yours,

POLK COUNTY FARMERS' COOPERATIVE

W. K. Steele

W. K. Steele
Manager

WKS:mr

RECEIVED
FEB 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 27 1964
FORM E-20 SOM 12-63

27-14

FOR FILING

Central
R/W

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1964

SUBJECT: Polk County Farmers' Cooperative
Willamina-Salem Highway

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
D e p a r t m e n t

For your information, Mr. W. K. Steele, Manager of the Polk County Farmers' Cooperative near Rickreall, has been contacted by D. M. S. Lacey regarding his contemplated improvements as stated in his letter of February 3, 1964, a copy of which is attached.

Attached is a copy of a report from Mr. Lacey regarding this meeting, which should close the file on this matter.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM

RECEIVED
LLOYD P. SHAW

RECEIVED
FEB 25 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X 60M 8-63 49606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 13, 1964

SUBJECT: Polk County Farmers' Cooperative
Rickreall

To: R. D. Asburry
Division Engineer
O f f i c e

RECEIVED
FEB 13 1964

On February 11, 1964, I contacted Mr. W. K. Steele in regard to the proposed improvements to his facilities at Derry. I advised him that we had no definite plans as yet on the improvement of the highway through this area but that no doubt within a few years the highway would be improved.

He wants at the present time to move his service station and tire shop from the south side of the road to the north side and wants to build outside of our future right of way. I told him that I would not have any information on the future width of right of way. He wanted to know if there would be an overhead for the railroad crossing and how such a future road would effect his buildings and business. I told him again that we had no information at the present time but as soon as definite plans were available he would be contacted.

He felt that he would put his new service station and tire shop about 60 feet from the present shop. This would be clear of any future improvements. He stressed the fact that he would want to be informed as soon as we had some definite information and I assued him that we would.

F. T. Lacey
District Maintenance Superintendent

FTL:sll

RECEIVED
FEB 11 1964

FORM E-30X—50M—12-63 54677

27-14

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 7, 1964

SUBJECT: Polk County Farmers' Cooperative
Rickreall, Oregon

To: Mr. F. T. Lacey
District Maintenance Superintendent
Department

The Polk County Farmers' Cooperative at Rickreall is contemplating some improvements to their facilities. They have asked for a representative of the Highway Department to contact them regarding any conflicts between their improvements and our facilities. Will you please contact Mr. W. K. Steele, Manager, and discuss the matter with him, giving him what information you can.

Attached is a copy of a letter from Mr. Steele regarding this matter. Please favor this office with a report on this assignment.

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:AM
cc Mr. Lloyd P. Shaw

NOTED
LLOYD P. SHAW

PACIFIC COOPERATIVES

PHONE DALLAS 623-2363
MONMOUTH 587-1463
SALEM 364-9717

POLK COUNTY FARMERS' COOPERATIVE

PETROLEUM — FERTILIZER — HARDWARE — MACHINERY

Rickreall, Oregon
February 3, 1964

REFERRED TO
Shaw
BY DEPUTY STATE ENGINEER

RECEIVED
FEB - 3 1964

Oregon State Highway Department
Salem, Oregon

Gentlemen:

We are contemplating some improvements to our present facilities.

We would like to have a representative from your office contact us at his earliest convenience.

Very truly yours,

POLK COUNTY FARMERS' COOPERATIVE

W. K. Steele

W. K. Steele
Manager

WKS:mf

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB - 4 1964
OREGON
STATE HIGHWAY COMMISSION

Salem, Oregon
February 24, 1965

Mr. F. D. Morgan
Construction Engineer

Rickreall-Independence
Junction Section
Willamina-Salem Highway

Attention: D. J. Barbee

The question of design to cross Southern Pacific railroad tracks at grade or to separate grades by going over the railroad was ruled on by Mr. Cooper, February 19. It is his desire that right of way which would permit the grade separation, be obtained although a grade crossing might be used in the first stage of development.

Mr. Cooper thought a review of the general routing in the vicinity of Derry should be made before we are committed to any specific location. Please discuss this with me.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter

7780 2nd St.-Spruce St. (La Grande) 1972
Sec. of La Grande-Baker Hwy.
(Traffic signals)

1-20-72

OREGON STATE HIGHWAY DIVISION

Form A-101—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of La Grande
City Hall
La Grande, Oregon 97850
Attention of Mr. Max Thompson, Manager

Request No. (assigned by staff engineer or head of division) CC 1488

Date June 9, 1975

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Topics Project T-5016 (2) and EHS-T-5016 (3)
2nd Street - Spruce Street
City of La Grande

Covered by agreement dated 1/19/72
Contract No. 7780

Itemized Statement: CLR-DT File No. 501603 Advance Deposit $5,800.00

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	$5,800.00	
		Amount Previously Transferred	4,800.00	$1,000.00
		City's share per attached sheet	$5,779.69	
		Amount Previously Transferred	4,800.00	979.69
		REFUND DUE CITY		$ 20.31

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $5,800.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $4,800.00

Give the number of the last previous request in connection with this same service. CC 1325

Credit distribution:
31-0602-299 $435.99
31-0603-299 $543.70

Submitted by: Gary E. Zehner
Gary E. Zehner, Urban Program Engineer

Approved:
Division Engineer

Approved: ☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE ☐ UPE ☐ CE ☐ RE ☐ RFE ☐
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** June 9, 1975

CITY La Grande **Contract No.** 7780 **Date Completed** 4/20/73

PROJECT # EHS-T-5016 (3) T-5016 (2) **Section** 2nd Street - Spruce Street

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payments to Contractor	$24,316.00
Construction Engineering	3,396.25
Preliminary Engineering	2,391.07
TOTAL PROJECT COST	$30,103.32
Federal Aid Funds collected:	
Preliminary Engineering	$ 1,519.08
Construction	17,024.85
Amount to be shared by State & City	$11,559.39
City share per agreement dated 1/19/72	
50% of $11,559.39	$ 5,779.69
City's advance deposit 7/5/72	$ 5,800.00
BALANCE TO BE REFUNDED TO CITY	$ 20.31

Reference: **Billing Form** CC 1488

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

SPORTATION
ISTRATION

D.O.T. Voucher Final Voucher

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

ADDRESS Treasurer of the State of Oregon

Capitol Building
Salem, OR 97310

(For use of Paying Office)

STATE

Oregon

FEDERAL AID PROJECT NO.

FRS-T-5016(3) LAGRANDE

VOUCHER PERIOD: FROM

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$27,712.25	$26,747.60	63.65%	$17,024.85	$17,024.85	$0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

V.E. Skoog
Controller

Oregon

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	2nd St.-Spruce St. (La Grande) Section					
	Union County					
	Construction					
	Type Code Y301					
	Traffic Signals (Adams Ave.; 2nd St. to Spruce St.)(Contr. 7780)					
	Final Contract Payment Summary		Lump Sum		$24,316.00	
			Total Construction Cost		$24,316.00	
	Construction Engineering		All Required		$ 2,431.60	
	State		Total Participating Cost		$26,747.60	
	Nonparticipating Items		All Required		964.65	
	Construction Engineering		Total Nonparticipating Cost		$ 964.65	
			Total Cost		$27,712.25	

CARRIED FORWARD.....

GPO 914-681

FORM A (REV. 1) PAYEE

CONTRACT NO. 7780

PROVED:

25.73

CONSTRUCTION ENGINEER

Claim: that the for
material furnished
amount indicated her
to the employees
and the employees' be
paid.

										1,[illegible]74
		031	0601	911	00	P 1	287.32	1,526.21		2,[illegible]81.74
		031	0601	911	00	M 1		8.29		8.29
		031	0601	915	00	M 1				74.[illegible]
				TOT	00					1,[illegible]74
				TOT	P1		287.32	1,526.21		3,[illegible]00
				TOT	M1			8.29		82.93
				** JOB TOTALS **			287.32 **	1,534.50 **		4,9[illegible]47 **
241 ST-SPRUCE ST (LA GRANGE)		CONT NO 7700 & FA PROJ NOS I		516003 100						24,316.00
		031	0603	201	00	P 1		116.15		21,[illegible]CR
		031	0603	206	00	M 9		116.15CR		17,[illegible]
		031	0603	208	00	M 9				4,[illegible]00
		031	0603	272	00	M 9		910.10CR		2,431.00
		031	0603	500	00	P 1		910.10		[illegible]
		031	0603	900	00	M 1		910.10CR		26,747.[illegible]
				TOT	P1			910.10		[illegible]
				TOT	M1					[illegible]
				** JOB TOTALS **			**		**	27,712.25
CHERRY HEIGHTS RD-WRIGHT STR		CONT NO		FA PROJ NOS I		529001 100				4,400.00CR
		033	0601	206	00	M 9		2,196.84CR		4,[illegible]
		033	0601	208	00	M 9		2,196.84		[illegible]
		033	0601	900	00	P 1	1.20	1.20		63.[illegible]
		033	0601	901	00	P 1		16.40		2,[illegible]
		033	0601	905	00	P 1		147.56		513.12

75
4-1

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	033 [illegible]	[illegible]	00 M 1			.01CR
	033 [illegible]	[illegible]	00 P 1		3,495.37	6,464.06
	033 [illegible]	[illegible]	00 M 1			.91CR
	[illegible]	[illegible]	[illegible]		356.68	356.68

(MEMORANDUM) Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

D.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

PAID BY

Prefix # 310602

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building Salem, Oregon

(For use of Paying Office)

STATE

Oregon

FEDERAL AID PROJECT NO.

T-5016(2) LA GRANDE

VOUCHER PERIOD: FROM 9-7-71 TO 6-7-72

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
2,391.07 ~~$2,398.52~~	$2,390.00	63.56%	$1,519.08	$1,519.08	$0.00	

RECEIVED DIVISION OFFICE

BY DATE

FIELD AUDIT MADE

BY DATE

PASSED FOR PAYMENT

BY DATE

REMARKS

V.E. Skoog
Controller

Oregon

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	OAK STREEK-SPRUCE STREET (LA GRANDE) SECTION					
	UNION COUNTY					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering					
	Preliminary Engineering	All	Required		$2,390.00	
	Total Preliminary Engineering Cost				$2,390.00	
	Total Participating Cost				$2,390.00	
	Nonparticipating Items					
	Preliminary Engineering	All	Required		$ ~~2.52~~ 1.07	
	Total Nonparticipating Cost				$ ~~2.52~~ 1.07	
	Total Cost				~~$2,392.52~~ 2,391.07	

AMOUNT CARRIED FORWARD.....

M PR-20A (6-71)

GPO 914-021

CRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
AK ST-WILLOW ST/LAGRANDE/	CONT NO # FA PROJ NOS T 516002 100					
	031 0601	296	00 N 9		477 77CR	1,519 C
	031 0602	298	00 N 9		477 77	1,519 C
	031 0603	900	00 P 1			
	031 0603	905	00 P 1		3 10	15
	031 0603	911	00 P 1		146	2,051
	031 0603	911	00 N 1	10 76CR	1 45CR	1
	031 0603	914	00 P 1			
	031 0603	914	00 N 1			
	031 0602	921	00 P 1		130 64	18
		TOT	P1		2	2,540
		TOT	N1	10 76CR	1 45CR	1
		** JOB TOTALS **		10 76CR**	278 44 **	2,371
					June	
2ND ST-SPRUCE ST (LA GRANDE)	CONT NO 7780 = FA PROJ NOS T 516003 100					
	031 0603	201	00 P 1		24,716 22	24,716 22
	031 0603	296	00 N 9	5,557 22CR	21,159 22CR	21,159
	031 0603	298	00 N 9	5,557 22	16,602	16,602
	031 0603	900	00 P 1		4	4
	031 0603	900	00 N 1	41 25	3,301	3,301
	031 0603	900	00 N 1	9	54	54
		TOT	P1	41	27,821	27,821
		TOT	N1	9	54	54
		** JOB TOTALS **		51 13 **	27,712 25 **	27,712 25
HERRY HEIGHTS RD WRIGHT STR	CONT NO FA PROJ NOS T 524001 100					
	031 0601	296	00 N 9		1,522 85CR	1,522 85
	031 0601	298	00 N 9		1,522 85	1,522 85
	031 0601	900	00 P 1			
	031 0601	900	00 N 1		243 17	
	031 0601	911	00 P 1			
	031 0601	911	00 N 1	61 64	62 81	62 81
	031 0601	914	00 P 1			
		TOT	P1			
		TOT	N1	61 64	306	62
		** JOB TOTALS **		61 64 **	306 98 **	62 81
- ERICKSON AV-SW MAIN AVE	CONT NO 7658 = FA PROJ NOS T 525003 100					
	031 0603	201	00 P 1		24,617 26	24,617 26
	031 0603	296	00 N 9		4	4
	031 0603	298	00 N 9		133	133
	031 0603	900	00 P 1	1 62	58	58
	031 0603	900	00 N 1		4	4
		TOT	P1	1 62	24,679	24,679
		TOT	N1		137	137
		** JOB TOTALS **		1 62 **	24,816 26 **	24,816 26

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D. VOUCHER NO. Final Voucher

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building
Salem, OR 97310

(For use of Paying Office)

STATE

Oregon

FEDERAL AID PROJECT NO.

FHS-T-5016(3)

VOUCHER PERIOD: FROM TO

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$27,712.25	$26,747.60	63.65%	$17,024.85	$17,024.85	$0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	2nd St.-Spruce St. (La Grande) Section					
	Union County					
	Construction Type Code Y301 Traffic Signals (Adams Ave.; 2nd St. to Spruce St.)(Contr. 7780)					
	Final Contract Payment Summary	Lump Sum			$24,316.00	
		Total Construction Cost			$24,316.00	
	Construction Engineering State	All Required			$ 2,431.60	
		Total Participating Cost			$26,747.60	
	Nonparticipating Items Construction Engineering	All Required			964.65	
		Total Nonparticipating Cost			$ 964.65	
		Total Cost			$27,712.25	

AMOUNT CARRIED FORWARD...

Summary of Completed Federal Aid Work

2nd St.-Spruce St. (La Grande) Section

EHS-T-5016(3)

Description	Type Code	Total Cost	F.A. Funds	Total Length
Traffic Signals (Adams Ave; 2nd St. to Spruce St.)	Y031	$27,712.25	$17,024.85	0.00 Mile

STATE COPY

7780

cc: OSHD (H S Coulter)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

12-18-13

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

cat

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Union	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
12-18-73	R. A. Nichols, Area Engineer		EHS-T-5016(3)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
4-20-73	7-2-73	99+ %	180 calendar days
APPROVED EXTENSIONS	**LOCATION**		
None	La Grande, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

JAN 07 1974

REGIONAL OFFICE

NOTED
A. E JOHNSON

SECOND STREET-SPRUCE STREET
LA GRANDE-BAKER HIGHWAY
LA GRANDE, OREGON
Traffic Signals and Signs

The project included the updating of the existing signals system, the installation of signals at additional intersections, and traffic control signs.

The total cost of the contract items was the original bid amount of $23,530. There was one price agreement in the amount of $786 for the cost of replacing an existing control wire.

All of the required supporting documents have been submitted.

RECEIVED
STATE HWY ENGR
JAN 8'74
REFER TO
Coulter - Young
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

RECEIVED
JAN 10 1974
Office of
Assistant State Highway Engineer

1-10-74
cy Coulter

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: Original signed by R. A. Nichols		SIGNATURE: Original signed by E. J. Valach, Dist. Engineer	
TITLE	DATE 12/20/13	TITLE E. J. Valach	DATE 1-4-74

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

3

7780 — STATE COPY

MONTHLY TRANSACTION NUMBER 7-53	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 5	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 8-31-73	COUNTY Union
MODIFICATION NUMBER 1		PROJECT NUMBER EHS-T-5016(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 28, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 25,903	$ 26,967
Federal Funds	$ 16,463	$ 17,141
Other revisions		

This modification is made for the following reasons:

to include approved price agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 21st day of September, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Ed Thurston

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. J. Smith
(Division Engineer)
G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

September 12, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Project No. EHS-T-5016(3)
2nd St.-Spruce St. (La Grande) Sec.

We are forwarding four copies each of a revised project agreement estimate and modification of project agreement for the subject project. Two copies of the modification of project agreement have been signed by a Highway official.

Attach.

CL:dg

Oregon State Highway Division

Federal Aid Project
No. EHS-T-5016(3)

2ND ST.-SPRUCE ST. (LA GRANDE) SECTION

LA GRANDE-BAKER HIGHWAY IN UNION COUNTY

Salem, Oregon, September 12, 1973

Revised Project Agreement Estimate

Type Code Y031
Traffic Signals (Adams Ave.; 2nd St. to Spruce St.)

Temporary Protection and Direction of Traffic	All Required	$ 597.00
Traffic Signal Installation Complete	All Required	22,933.00
		$ 23,530.00
Flagging (60% of Contractor's Cost)	All Required	$ 200.00
P.A. 1 Replace Damaged Control Cable	Lump Sum	786.00
		986.00
	Subtotal	$ 24,516.00
	10% Engr. & Cont.	2,451.00
	Total	$ 26,967.00

Length of Project - - - - - 0.00 Miles

Federal Funds - - - - -

7780

STATE COPY

MONTHLY TRANSACTION NO. 8-2

PROJECT REPORT NO. 3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

7-28-72

Form Approved; O.M.B. No.

STATE Oregon

COUNTY Union

PROJECT NO. BHS-T-5016(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30 & City St. (Oak St. - Spruce St.) in La Grande

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER (Specify)		
	6-7-72	0.0

ESTIMATED TOTAL COST OF PROJECT

$ 25,903

FUNDS

Pro Rata 63.56%

FEDERAL FUNDS

$ 16,463

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By J. Hunter

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
Acting (Division Engineer)

G. L. Green

Date executed by Division Engineer JUL 28 1972

FORM PR-2 (REV. 2-71)

PREVIOUS EDITION

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City Agreement approved by the Highway Commission on June 22, 1971.

GPO 906-714

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 24, 1972

TO G. L. Green, Acting Division Engineer
XXXXXXXXXXXXXXXXXXXXXXXX
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Project No. EHS-T-5016(3)**
2nd St.- Spruce St. (La Grande) Section

We are forwarding four copies each of a project agreement estimate and project agreement for the subject project. Two copies of the project agreement have been signed by a highway official.

DAR:kds

Oregon State Highway Division

Federal Aid Project
No. EHS-T-5016(3)

2ND ST.-SPRUCE ST. (LA GRANDE) SECTION

LA GRANDE-BAKER HIGHWAY IN UNION COUNTY

Salem, Oregon, July 24, 1972

Project Agreement Estimate

Type Code Y031
Traffic Signals (Adams Ave.; 2nd St. to Spruce St.)

Temporary Protection and Direction of Traffic	All Required	$ 597.00
Traffic Signal Installation, Complete	All Required	22,933.00
		$23,530.00
Flagging (60% of Contractor's Cost)	All Required	$ 200.00
	Subtotal	$23,730.00
	10% Engr. & Cont.	2,173.00
	Total	$25,903.00

Length of Project - - - 0.00 miles

Federal Funds - - - - -	$16,463.00
State Funds - - - - - -	4,720.00
City Funds - - - - - -	4,720.00
Total	$25,903.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 100%

Contract No. 7780

Prefix 31-0603

7780

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 26, 1973

TO C. W. Head, Admin. Services
Vince Gallagher, Office Engrg.
John Bond, Construction
John Herr, Finance

FROM Vernon E. Skoog, Controller
By: R. J. Hacek, Contract Acctg. Supv.

SUBJECT Hamilton Electric Contracts
Nos. 7769, 7780 and 7861

Treasury Receipt No. 506, dated September 20, 1972, (Bond 4645-5012) in the amount of $2,000 has been cancelled and rewritten as follows:

> Treasury Receipt No. 778, dated June 26, 1973 (Bond 4645) in the amount of $1,000 in lieu of retainage on Contract No. 7780 and Treasury Receipt No. 779, dated June 26, 1973 (Bond 5012) in the amount of $1,000 in lieu of retainage on Contract No. 7861.

Attached is a copy of a letter and State Treasurer's Receipt No. 777 advising us of a Time Certificate of Deposit in the amount of $1,000 from Hamilton Electric Inc., in lieu of retainage on Contract No. 7861.

A carbon copy of the Treasurer's Receipt will be filed (in the contract file) in the Administrative Services office.

Hamilton Electric, Inc., in a letter dated June 25, 1973, requested the return of the Alabama Power Bond, No. 5012, in the amount of $1,000 on Treasurer's Receipt No. 779. Receipt No. 779 will be cancelled and the bond will be returned to Hamilton Electric, Inc.

Contract No. 7780 has been finaled so Treasurer's Receipt No. 778 (dated June 26, 1973, Bond 4645, for $1,000, issued in lieu of retainage on Contract No. 7780) is now being shown and used on Contract No. 7861 in lieu of retainage.

Net deposits on contracts with the above Company are as follows:

No. 7769	- 0 -
No. 7780	- 0 -
No. 7861	$5,000.00

RJH:njc
Attachments

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

June 26, 1973

H. E. Hamilton Electric Contractors, Inc.
232 West 5th Avenue
Eugene, Oregon 97401

Gentlemen:

Enclosed herewith please find State Treasury safekeeping receipt No. 777, dated June 26, 1973, in the amount of $1,000.00, Alabama Power Company, First Mortgage Bond (9-5/8) due November 1, 2000, No. M-6286.

This bond has been credited to State Highway Contract number 7861.

We have also cancelled and re-written safekeeping receipt number 506, dated September 20, 1972, for $2,000.00, to be credited as follows:

Safekeeping Receipt No.	Amount	Bond No.	Contract No.
778	$1,000.00	4645	7780
779	$1,000.00	5012	7861

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division
Attn: Dick Haeck

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

No 777

SAFEKEEPING RECEIPT

Date June 26, 1973

Received for Account of H.E. Hamilton Electric Co.
232 West 5th Ave.
Eugene, Oregon 97401

Address

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Alabama Power Co. First Mortgate Bond 9% Due Nov. 1, 2000 Reg. in name of Hamilton Electric Inc. Dated Oct. 25, 1972	M 6286	1	1,000				1,000.00
							1,000.00

In lieu of retainage on State Highway Contract No. 7861

Purpose of Deposit ORS 279.575

Authority

Countersigned by [signature] Deputy Cashier

[signature] State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

Re-written from Receipt No. 506 Dated Sept. 20, 1972 No 778

Received for Account of H.E. Hamilton Electric Contractors Inc.

Date June 26, 1973

Address 232 West 5th Ave. Eugene, Oregon 97401

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Alabama Power Company 9% First Mortgate Bonds Series 2000 Reg. in name of Hamilton Elect. Inc. Dated Aug. 15, 1972 Due 11-1-2000	4645	1	1,000				1,000.00
							1,000.00

Purpose of Deposit In Lieu of retainage on State Highway Contract No. 7780

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT Re-written from Receipt No. 506 Dated Sept. 20, 1972 **№ 779**

H.E. Hamilton Electric Contractors Inc.

Received for Account of 232 W st 5th Ave. Eugene, Oregon 97401

Date June 26, 1973

Address

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Alabama Power Company 9% First Mortgage Bonds Series 2000 Reg. in name of Hamilton Elect. Inc. Dated Aug 15, 1972 Due 11-1-2000	5012	1	1,000				1,000.00 1,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7861 ORS 279.575

Authority

Countersigned by Myrtle Crowe Deputy Cashier

Bruce Callaway State Treasurer

SPECIAL INSTRUCTIONS

117 Phone 345-8711

HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

June 28, 1973

James A. Redden
State of Oregon
Treasury Department
Salem, Oregon 97310

Attention: Merle Crowe, Cashier

We would like to recall Alabama Power Bond #5012 ($1,000.00), Safekeeping Receipt #779 deposited in lieu of retainage on Oregon State Highway Department Contract #7861 (Corvallis Signals).

Oregon State Highway Department Contract #7780 is complete. You are holding Alabama Power Bond #4645, Receipt #778, in lieu of retainage on this project. Will you please clear and transfer this bond to Oregon State Highway Department Contract #7861 (Corvallis Signals).

HAMILTON ELECTRIC, INC.

Allen E. Hamilton, Jr. Sec.-Treas.

BY: Betty L. Hanson

BLH/ss

232 WEST 5th AVENUE 503/345-8711 POST OFFICE BOX 708 EUGENE, OREGON 97401

7780

OREGON STATE HIGHWAY DIVISION

July 26, 1973

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

7769
7780
7861

State Treasury Department
103 State Capitol Building
Salem, Oregon 97310

Attention: Merle Crowe, Cashier

Re: Safekeeping Receipt #779
Hamilton Electric, Inc.

Gentlemen:

Hamilton Electric, Inc., has requested the return of Alabama Power Bond #5012 in the amount of $1,000, as shown by Receipt #779.

Please return this bond to them, but continue to hold all other bonds until notified to release them.

Very truly yours,

Vernon E. Skoog
Controller

by

R. J. Hacek
Contract Accounting Supervisor

RJH:njc

cc: Hamilton Electric, Inc.

bc: C. W. Head
John Bond
Vince Gallagher
John Herr

7780

5

July 3, 1973

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

Contract No. 7780 awarded to Hamilton Electric, Inc., for traffic signals and signs on the 2nd Street-Spruce Street Section in La Grande on the La Grande-Baker Highway in Union County was completed on April 20, 1973, and accepted by the Highway Commission on July 2, 1973.

The total contract amount is $24,316 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Knud, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97401

C. T. Keasey
Walt Hart
V. E. Shoog Attn: Dick Hacek
W. E. Schwarts

7780

July 3, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7780, Work Completed April 20, 1973

Project 2nd St.-Spruce St. (La Grande)

Highway La Grande-Baker, County Union

Type of Work Traffic Signals and Signs

Contractor Hamilton Electric, Inc.

Recommended Acceptance Date July 2, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on July 10, 1973 for your formal concurrence.

VG:bb
cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

Finished F.H. Projects — Sent 6/28/73

F.A. No.	Cont.#	Prefix	Description	F.A. Funds	Date P.E.
F-171(12)	7407	26-1012	Columbia Co. Line - Burlington Sec.	237,222.88	6/27/73
S-573(1)	7493	503-1013	Airstrip Rd. - Pudding River Br. Sec.	276,098.02	
I-5-4(68)235	7462	622:1035	Talbot Rd. - N. Albany Interch. Sec.	67,161.84	
I-5-1(67)36	P.E.	615-1973	Rock Point - Seven Oaks Sec.	28,784.34	
I-205-7(15)290	7509	634-1049	Tualatin R. - Pac. Hwy. Sec.	79,237.23	
I-5003(2)	P.E.	4-0602	9th St. - 14th St. (Astoria) Sec.	514.65	
I-5005(3)	P.E.	9-0603	Hill St. @ Portland Ave (Bend) Sec.	1,542.81	
I-5016(2)	P.E.	31-0602	Oak St. - Spruce St. (La Grande) Sec.	1,519.08	
I-5025(1)	7532	26-0601	S.E. 67th Ave. - S.E. 92nd Ave (Portland) Sec.	32,406.49	
I-5025(9)	P.E.	26-0604	Portland City Wide Traffic Signals	20,146.60	
I-5025(12)	P.E.	26-0605	Powell Blvd. @ Hood Ave. (Gresham) Sec.	87.70	
ER-226(1)	P.E.	38-1418	Arch Cape Slide Section	75.40	
	S.F.	29-4412D		90.15	
	S.F.	29-4712		10,577.38	

OREGON STATE HIGHWAY DIVISION

7780

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE May 7, 1973

Federal-aid Project
No. BHS-T-5016(3)

FROM ORIGINAL SIGNED BY
L. H. Young
Office Engineer

SUBJECT Request Contract Acceptance

Contract 7780, Work Completed April 20, 1973

Project 2nd St. - Spruce St. (La Grande)

Highway La Grande - Baker

County Union

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date April 20, 1973

Conditions not acceptable: None

for G. L. Green
Division Engineer

cc: F. B. Klaboe
L. H. Young

NOTED
H.S. COULTER

5-16-73
m/Contr.
orig.
5-16-73

RECEIVED
STATE HWY ENGR
MAY 16 '73
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7780

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Second St.-Spruce St.		WEEK ENDING: May 4, 1973
		SECTION PREFIX: 31-0603
HIGHWAY: La Grande-Baker		COUNTY: Union
NAME OF JOB: Second St.-Spruce St.	KIND OF WORK: Traffic Signals and Signs	
CONTRACTOR: Hamilton Electric, Inc.	CONTRACT NUMBER: 7780	FEDERAL AID PROJECT NUMBER: EHS -T-5016 (3)
DATE OF CONTRACT: July 6, 1972	DATE WORK STARTED: September 6, 1972	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 180	CALENDAR DAYS USED: 179
PROJECT AUTHORIZATION: $ 27,170.85	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 99.4
EXCLUSIVE OF ENGINEERING: $ 24,797.85	ENGINEERING AUTHORIZATION: $ 2,373.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.00 %
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 24,797.85	ENGINEERING COST TO DATE: $ 2,384.14	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100.00 %
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	This week 61.86	DATE PROJECT WAS COMPLETED:
	PERCENT OF AUTHORIZATION: 100.5 %	April 20, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	29	Ptly cldy	0		
MONDAY	30	Overcast W/rain	0		
TUESDAY	1	Fair & warm	0		
WEDNESDAY	2	Fair & warm	0		
THURSDAY	3	Overcast W/rain	0		
FRIDAY	4	Overcast W/rain	0		
SATURDAY	28	Overcast	0		

Routing
Keasey — Peace
Bond — Glenn
Jackmond — Berg
Hardt
Johnson
Walker

RECEIVED
MAY 7 1973
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 29	No activity
MONDAY 30	No activity
TUESDAY 1	No activity
WEDNESDAY 2	No activity
THURSDAY 3	No activity
FRIDAY 4	No activity
SATURDAY 28	No activity

REMARKS

SIGNED A.D. Vohland Asst. Res. Br. Engr. LOCATION La Grande
H. N. Van Cleave, Res. Br. Eng.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

OREGON STATE HIGHWAY DEPARTMENT
PROJECT INSPECTION AND DIVISION INSPECTION REPORT

SUPPLEMENTAL REPORT

4-20-73

Project Name Second Street - Spruce Street (La Grande) Contract No. 7780

Highway La Grande - Baker Prefix No. 31-0603

County Union F. A. No. EHS-T-5016(3)

Final inspection made on 4-20-73 (date) by W. E. Schwartz

in company with Al Vohland, Tom West, O.S.H.D.; Ron Gross, Gene Holmes, City of La Grande.

CHECK LIST

Date		Date	
N/A	Construction signs removed.	N/A	Opened to traffic.
N/A	Salem Office notified to rescind construction speed zone.	*	Division materials certification submitted.
4-20-73	Contractor removed equipment from project.		
4-20-73	Roadside cleanup completed.		

* To be submitted with Semi-Final estimate.

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

This project was for a new signal at Second and Adams plus upgrading of existing signals at six other intersections. All work has been completed in a satisfactory manner. City has indicated they will give us a letter accepting the project.

All contract work on this project has been completed and recommendation is made for acceptance on 4-20-73 (date). The semi-final estimate will be submitted about 5-15-73 (date).

cc: Office Engineer
Construction Engineer
Division Engineer
Maintenance Engineer
Resident Engineer
District Maintenance Supt.
Traffic Engineer
County - City

RECEIVED
COUNTY & CITY SECTION
APR 27 1973
ENGR. COOR. OE AE UE
OPE CE RE RPE

Warren E. Schwartz (signed) Regional Engineer (title)

OREGON STATE HIGHWAY DEPARTMENT
PROJECT INSPECTION AND DIVISION INSPECTION REPORT

Project Name Second Street-Spruce Street (La Grande) Contract No. 7780

Highway La Grande - Baker Prefix No. 31-0603

County Union F. A. No. EHS-T-5016 (3)

Final inspection made on 4-20-73 (date) by H. N. Van Cleave

in company with Dale Allen, R. A. Nichols

CHECK LIST

Date		Date	
N/A	Construction signs removed.	N/A	Opened to traffic.
N/A	Salem Office notified to rescind construction speed zone.	*	Division materials certification submitted.
4-20-73	Contractor removed equipment from project.		
4-20-73	Roadside cleanup completed.		

*Division Materials Certification will be submitted with the semi-final estimate.

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

General appearance and quality of project good. Check of electrical and signal work done 4-23-73 by Bill Zirbes. Signals at Second and Spruce turned on 4-23-73.

All contract work on this project has been completed and recommendation is made for acceptance on 4-20-73 (date). The semi-final estimate will be submitted about 5-15-73 (date).

RECEIVED
COUNTY & CITY SECTION
APR 26 1973
ENGR. COOR. OE AE UE
UPE CE RE RPE

cc: Office Engineer
Construction Engineer
Division Engineer
Maintenance Engineer
Resident Engineer
District Maintenance Supt.
Traffic Engineer
County-City

(signed) Regional Maintenance Engr. (title)

7780

STATE COPY

FORM PR-33B
(REV. 3-68)

cc: OSHD (A E Johnson)
Region
Wash DC

4-20-73

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

(Check appropriate box) ☐ Contact ☐ Project Stage Inspection ☒ Final Inspection

Region No.	Report No.	County	Division
10	4	Union	Oregon

Date of Inspection	Inspection Made By	Project No.
4-20-73	R. A. Nichols, Area Engineer	#7780

In Company With

H. N. VanCleave, Res Engr, OSHD; Dale Allen, Reg Constr Engr, OSHD.

Quality of Work*	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	98 %	100%

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

(*Not applicable for all Contracts.)

COPY SENT
APR 24 1973
REGIONAL OFFICE

SECOND STREET-SPRUCE STREET
LA GRANDE-BAKER HIGHWAY
LA GRANDE, OREGON
Traffic Signals and Signing

This project was completed on April 20, 1973 in substantial conformance with approved plans and specifications.

RECEIVED
STATE HWY ENGR
APR 25 '73
REFER TO
FOR

4-25-73
cy Constr
Young

NOTED
U. S. COAST GUARD

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 27, 1973

Mr. Max Thompson
City Manager
City Hall
La Grande, Oregon 97850

Re: Letter of Understanding
TOPICS Project T-5016(2)
and EHS-T-5016(3)
2nd Street-Spruce Street Section
La Grande-Baker Highway

Dear Mr. Thompson:

On January 12, 1972 the City Commission of the City of La Grande adopted Resolution No. 3258 which authorized the City Manager to execute an agreement between the City and the State for construction of the subject project.

On May 25, 1972 the City Manager (at that time Mr. Murray D. Snyder) requested by phone that a portion of the project be eliminated).

This letter of understanding is being written to confirm action taken at that time and to eliminate any possible confusion as to what is covered by the agreement.

It is hereby understood and agreed to by all parties concerned that the construction of the project will not include the following items:

"Emergency traffic control signal at intersection of Washington Avenue and Depot Street and intersection signing and marking to prohibit left turns during rush hours."

If this letter is acceptable please sign in the space indicated and return three copies to this office. After concurrence by State Highway Division, a copy will be returned for your files.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Richard A. Bladorn

for H. S. Cox
County and City Engineer

RB:ljt

CITY OF LA GRANDE, OREGON, by
and through its City Manager

BY Max C. Thompson
City Manager

CONCURRENCE BY STATE HIGHWAY DIVISION

BY
Asst. State Highway Engineer

CC: L.E. GEORGE
L.H. YOUNG
W.E. SCHWARTZ

RECEIVED
COUNTY & CITY SECTION
MAR 12 1973
ENGR. GOOR. UE AE UE
UPE CE RE RPE

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 110086

FORM A-190 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
10-25-72	cc 1325	

CREDIT DISTRIBUTION

31-0603-299

City of LaGrande
City Hall
La Grande, Oregon 97850

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Max Thompson, Manager			
Advance Deposit			$ 5,800.00
Partial transfer of advance deposit for construction of the 2nd St. Spruce St. Section of the La Grande-Baker Hwy. TOPICS Project. Contract # 7780			$ 4,800.00
Covered by agreement dated 1-19-72			
to be retained			$ 1,000.00

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
ENGR. ☒ COOR. ☐ OE ☐ AE ☐ UE
UPE ☑ CE ☐ RE ☐ RPE ☐

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-68)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF LA GRANDE
CITY HALL
LA GRANDE, OREGON 97850

Attention of Max Thompson, Manager

Request No. (assigned by staff engineer or head of division) cc 1325

Date October 24, 1972

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

EHS-T-5016(3)

Itemized Statement: Advance Deposit $5,800

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of the 2nd St.-Spruce St. Section of the La Grande-Baker Hwy. TOPICS Project. Contract #7780.		
		Covered by agreement dated 1/19/72.		4,800
		TO BE RETAINED		$1,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 5,800

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 31-0603-299

Submitted by: RICHARD BLADORN
Richard Bladorn

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 5, 1972

Mr. Murray D. Snyder
City Manager
City Hall
La Grande, Oregon 97850

RE: TOPICS Project EHS-T-5016(3)
2nd St.-Spruce St. Section
La Grande-Baker Highway

Dear Mr. Snyder:

This will acknowledge receipt of the City of La Grande's check No. 4073 in the amount of $5,800, which is the correct amount required as an advance deposit for the subject project.

The contract for this project will be awarded in the near future.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Richard Bladorn
for

H. S. Cox
County and City Engineer

RB:lat
bc: R. L. Schroeder
L. H. Young
I. E. George
W. E. Schwartz
V. E. Skoog -

RECEIVED
COUNTY & CITY SECTION
JUL 5 - 1972
☑ ENGR. ☑ COOR. ☐ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

Check No. 4073 for $5,800

Rec'd 7/5/72 by G. H. Edgar

bc: R. L. Schroeder
L. H. Young
W. E. Schwartz

RECEIVED
JUN 5 - 1972

OREGON STATE HIGHWAY DIVISION

7780

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 29, 1972

Mr. Murray D. Snyder
City Manager
City Hall
La Grande, Oregon 97850

RE: TOPICS Project EHS-T-5016(3)
2nd Street-Spruce Street Section
La Grande-Baker Highway

Dear Mr. Snyder:

The Highway Commission opened bids today on the subject project. The apparent low bid was submitted by Hamilton Electric, Inc. of Eugene.

The anticipated cost based on the low bid is as follows:

Contractor's bid		$ 23,530
Anticipated additional item: (flagging)		200
		$ 23,730
Engineering & Contingencies (14½%)		3,441
		$ 27,171
Estimated preliminary engineering to date		1,829
	TOTAL	$ 29,000

City's Advance Deposit:

20% of TOTAL $ 5,800

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check (in the amount of $5,800) payable to the Oregon State Highway Commission and FORWARD IT TO Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem, Oregon 97310.

Very truly yours,

George M. Baldwin
Administrator of Highways

NOTED
W. E. SCHWARTZER

By RICHARD BLAGEN

RECEIVED
JUN 23 1972
OFFICE OF
HIGHWAY ENGINEER

for H. S. Cox
County and City Engineer

RB:lat

2ND ST.-SPRUCE ST. (LA GRANDE) SECTION

LA GRANDE-BAKER HIGHWAY

UNION COUNTY

FAP No. EHS-T-5016(3)
Traffic Signals

Bids Received June 29, 1972

1.	Temporary Protection and Direction of Traffic	All Specified	$ 400.00
2.	Traffic Signal Installation, Complete	All Specified	25,500.00
		For Comparison of Bids	$ 25,900.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$25,900.00	23,530
Anticipated Additional Items: Flagging (State Share)	200.00	200
	$26,100.00	23,730
Engr. & Cont. (14 1/2%)	3,784.50	3441
Estimated Net Authorization, Constr.	$29,884.50	27,171
		1829 -
		$ 29,000
		5,800

PE 7 & DH : E

20% ←

Hamilton Electric, Inc.
Eugene, Oregon

6-29-72
Phone Murray Smyth
11:05 Roseburg
B

25,900

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

PROJECT NUMBER
#13

LOCATION
UNION COUNTY

2nd St.-Spruce St. (LaGrande) Section
LaGrande-Baker Highway

OWNER
Oregon State Highway Department

DATE OF OPENING BID
June 29, 1972

BIDDER Olson (Vance) TOTAL BID $ 31,450	BIDDER TOTAL BID $
BIDDER TOTAL BID $	BIDDER TOTAL BID $
BIDDER TOTAL BID $	BIDDER TOTAL BID $
BIDDER TOTAL BID $	BIDDER TOTAL BID $

(3) LOW BIDDERS

Hamilton Elec Co. Inc Eugene	L.K. Comstock Albany	Steen Medford
NO. 1	NO. 2	NO. 3

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
L.S.	Traffic Temporary Protection & Direction of	1	597	753	700
L.S.	Traffic Signal Installation, Complete	2	22,933	24,749	25,260
			23,530	25,502	25,960
	31-0602 -1641				

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

PROJECT NUMBER
#13

LOCATION
UNION COUNTY

2nd St.-Spruce St. (LaGrande) Section
LaGrande-Baker Highway

DICK

OWNER
Oregon State Highway Department

DATE OF OPENING BID
June 29, 1972

BIDDER Olsen Elec. Co. Inc.	BIDDER
TOTAL BID $ Unc 31,450	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $

(3) LOW BIDDERS

Hamilton Elec. Inc. Eugene	L.K. Comstock co. Inc. Albany	Steeple Elec. co Med.
NO.	NO.	NO.

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
L.S.	Traffic Temporary Protection & Direction of	1	597	753	700
L.S.	Traffic Signal Installation, Complete	2	22933	24749	25,260
			23,530	25,502	25,960

BOND WITH SAFECO

PRINTED IN U.S.A.

S-403 R13 5/72

Oregon State Highway Division

Federal-Aid Project
No. EHS-T-5016(3)

2ND ST.-SPRUCE ST. (LA GRANDE) SECTION

LA GRANDE-BAKER HIGHWAY IN UNION COUNTY

Salem, Oregon, June 23, 1972

Revised
P.S. & E. Estimate.

Type Code Y031
Traffic Signals (Adams Ave.; 2nd St. to Spruce St.)

Temporary Protection and Direction of Traffic	All Required	$ 400.00
Traffic Signal Installation, Complete	All Required	25,500.00
		$25,900.00
Flagging (60% of Contractor's Cost)	All Required	200.00
	Subtotal	$26,100.00
	10% Engr. & Cont.	2,610.00
	Total	$28,710.00

Length of Project - - - - 0.00 Miles

Federal Funds -	$18,248.00
State Funds -	5,231.00
City Funds- -	5,231.00
Total	$28,710.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No.

Prefix

OREGON STATE HIGHWAY DIVISION

7729

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 21, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT

Footpaths and Bicycle Trails
June 29 Bid Letting

Bids will be taken June 29, 1972, on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project:

1. Rickreall-Independence Junction Section
Willamina-Salem Highway, Polk County
Grade, Pave, Structures, Signal Project

   Sidewalks will be provided for 1 mile on the easterly end of the project, ending at the intersection of the old highway.

2. Canyon Creek Bridge Section
Woodburn-Estacada Highway, Clackamas County
Structure Project

   Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established. . .if. . .the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

(more)

3. Esplanade Street-Fort Klamath Road Section
Klamath Falls-Malin Highway (FAS 415), Klamath County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. 2nd Street-Spruce Street (La Grande) Section
La Grande-Baker Highway, Union County
Signal and Sign Project

Same as No. 3.

5. Humbug Creek Bridge Section, FAS 972, Clatsop County
Grade, Pave, Structure Project

Same as No. 2.

6. Boones Ferry Road-Pacific Highway East Section
Hillsboro-Silverton Highway, Marion County
Grade, Pave, Signals, Structure Project

Same as No. 2.

7. Oregon Coast Highway at Broadway (Seaside) Section
Oregon Coast Highway, Clatsop County
Traffic Signal Project

Same as No. 3.

8. Mt. Angel (Garfield Street) Section, Marion Co.
Grade, Pave Project

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 3(a) which states that "The amount expended by the commission or by a city or county as required or permitted by this section shall never in any one fiscal year be less than one percent of the total amount of the funds received from the highway fund. However, this subsection does not apply to a city in any year in which the one percent equals $250 or less."

9. Stayton (Locust Street) Section, Marion County
Grade, Pave Project

Same as No. 8. This street has existing sidewalks.

(more)

10. Jefferson (Church Street) Section, Marion County
Grade, Pave Project

Same as No. 6.

11. Columbia River (Astoria) Bridge
Oregon Coast Highway, Clatsop County
Painting Project

Same as No. 3.

12. Charleston (South Slough) Bridge
Cape Arago Highway, Coos County
Painting Project

Same as No. 3.

13. Dabney State Park, Multnomah County
Grade, Pave, Park Facilities Project

Footpaths and trails will be provided under this project.

14. Antelope Creek Bridge, Bigham-Brown Road, Jackson Co.
Structure Project

Same as No. 2.

These matters will be on the agenda for the June 27 meeting and your approval is requested.

JDM:jp ia
bc Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
V. D. Wolfe
C. G. Swenson
Gary Sund
Gary Ross

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-15-72

FEDERAL AID PROJECT NO.: ERS-T-5016(3)

STATE PROJECT NO.: 2ND ST. - SPRUCE STREET SECTION (LAGRANDE)

COUNTY NAME: UNION

PROGRAM STAGE (Check): [ ] 1. [X] 2.

PROGRAM NO.:

ITEM NO.: T-568

FROM:
GLENN L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

TO:
MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
JUN 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER
ENGINEER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JUNE 7, 1972	JUNE 7, 1972	PRIMARY ROUTE 1
		STATE ROUTE NUMBER: LAGRANDE-BAKER HIGHWAY ROUTE 66

GENERAL LOCATION:
CITY OF LAGRANDE

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $200.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $200.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JUNE 5, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

NOTED
R. D. ASBURRY

RECEIVED
JUN 19 1972
PROGRAMING SECTION

6-16-72
REFERRED TO

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
JUNE 15, 1972	G. L. Green	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Oregon State Highway Division

Federal-aid Project
No. EHS-T-5016(3)

2ND ST.-SPRUCE ST. (LA GRANDE) SECTION

LA GRANDE-BAKER HIGHWAY IN UNION COUNTY

Salem, Oregon, June 2, 1972

P.S. & E. Estimate.

Type Code Y031
Traffic Signals (Adams Ave.; 2nd St. to Spruce St.)

Temporary Protection and Direction of Traffic	All Required	$ 400.00
Traffic Signal Installation, Complete	All Required	25,500.00
		$25,900.00
Flagging (60% of Contractor's Cost)	All Required	200.00
	Subtotal	$26,100.00
	10% Engr. & Cont.	2,610.00
	Total	$28,710.00

Length of Project - - - 0.00 Miles

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No.

Prefix:

MEMO TO FILE
May 25, 1972

Re: TOPICS Project EHS-T-5016(3)
2nd Street-Spruce Street Section
La Grande-Baker Hwy.
City of La Grande

Phoned Murry Snyder in reference to the election outcome for bonds for the 2nd Street to 1st Street overcrossing of the railroad. The bonds were defeated at the polls. Mr. Snyder instructed me to proceed with the traffic signal as planned at 2nd Street on the La Grande-Baker Hwy.

Mr. Snyder also requested that no improvement be included in the project at the intersection of Washington Avenue and Depot Street. The City has installed stop signs at this intersection and feel they are adequate at this time.

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: R. L. Schroeder
L. E. George
L. H. Young
C. G. Swenson
B. L. Gifford
W. E. Schwartz

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
May 24, 1972

SUBJECT: Right of Way Status
Topics
June 29, 1972 - Bid Opening

To: Mr. L. H. Young
Programing Engineer

B U I L D I N G

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

On the following project all rights of way and rights of entry are acquired:

Second Street - Spruce Street (La Grande)

No additional right of way was necessary for this project. The present right of way was acquired by the State, or responsible agency prior to August 23, 1968.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

CC: F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

John R. Oakes
Assistant R/W Engineer

NOTED
R. D. ASBURRY

RECEIVED
MAY 24 1972
PROGRAMING SECTION

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: T-2316(2)

STATE PROJECT NO.: OAK STREET - SPRUCE STREET SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: T-56

COUNTY NAME: UNION

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

4-24-72

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
COUNTY & CITY SECTION
APR 28 1972
ENGR. COOR. E AE UE
UPE CE RE RPE

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	APRIL 24, 1972	PRIMARY ROUTE #1	LAGRANDE-BAKER HIGHWAY ROUTE 66 & CITY STS.

GENERAL LOCATION:
CITY OF LAGRANDE

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL AS REQUESTED IN MR. HUNTER'S APRIL 6, 1972 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [X] PREPARATION
- [ ] OTHER (Specify)

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

LOCATION/DESIGN APPROVAL IN ACCORDANCE WITH THE PROVISIONS OF PARAGRAPH 10 OF PPM 20-8 IS HEREBY GRANTED AS REQUESTED IN MR. HUNTER'S APRIL 6, 1972 LETTER.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-24-72	G. K. Greene	FOR DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

TRANSACTION NUMBER 4-40

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON — 19

BY (Signature): MR. YOUNG'S APRIL 12, 1972 PR 9

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ PAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 56B THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
56B	EHS-T-5016(3)	0.0	31,000	19,700	OAK STREET-SPRUCE STREET SECTION (LAGRANDE)	TRAFFIC SIGNALS AND SIGNS.

OTHER IDENTIFICATION AND/OR REMARKS (State)

RECEIVED
COUNTY & CITY SECTION
APR 20 1972
ENGR. ☑ COOR. ☑ CE ☐ AE ☑ UE
UPE ☑ CE ☐ RE ☑ RPE ☐

4-19-72

REMARKS (Division)

RECOMMENDED

DATE:

SIGNATURE AND TITLE

DATE 4-19-72

APPROVED

SIGNATURE AND TITLE
FOR DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-911

MONTHLY TRANSACTION NO. 4-40

DATE SUBMITTED TO W. O. APR 19 1972

FORM PR-1 (REV. 4-61)

4-12-72

FEDERAL-AID (PR

CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 US 30 & City Street in La Grande 65					ADT	PRESENT 8,400 (66)	FUTURE 12,400 (70)						
CARD 3	CHARACTER OF PROPOSED WORK (33 typewriter spaces) 28 Traffic Signals & Signs 62			NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)		SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) A-5 EHS	(73)	PL. A (74)			
CARD 4	CLASS OF FEDERAL FUNDS TOPICS									COUNTY NAME					
	NAME OF URBAN AREA 17-31 La Grande									ROUTE NO. T P		FEDERAL			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	ESTIMATED PROJECT FEDERAL FUND
1	(14-15)	(16)	41	42	43 46	53		(54)(58)	(59) (66)	(67)
5					PE		US 30 & City St. (Oak St.-Spruce St.) in La Grande			
5					ROW					
5					CONST (CODE) Y002 Y031		"Oak St.-Spruce St. (La Grande) Section"	0.0	31,000	19,700
								0.0	31,000	19,700

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23)(24)

FHWA OREGON DIVISION

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

-12-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	8,400	12,400	91	10	Oregon	35	077	56-B

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
			EHS		EHS-T-	5016(3)			

COUNTY NAME: Union — CODE: 061

ROUTE NO. T P — FEDERAL-AID: 1 — STATE: 66 — U.S.: 30

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Inst. Traffic Signals & Signs.
					ROW - 60' min.; Access Control - none; Parking Restrictions - none.
0.0	31,000	19,700	5,650	5,650 (City)	
0.0	31,000	19,700	5,650	5,650 (City)	

RECEIVED
COUNTY & CITY SECTION
APR 20 1972
ENGR. COOR. OE AE UE
UPE CE RE RPE

REMARKS

PE for this project programed under Item No. 56-A, Project No. T-5016(2).

-OVER-

USCOMM DUSCOMM-DC 48905-P 61

OAK ST.-SPRUCE ST. (LA GRANDE) SECTION
PROJECT No. EHS-T-5016(3)

Existing Facilities:
Adams Ave. (US 30): (Oak St. to 4th St.) 40' curb to curb, 2-lane, 2-way.
(4th St. to Willow St.) 52' curb to curb, 4-lane, 2-way.
(Willow St. to Hall St.) 66' curb to curb, 4-lane, 2-way.

Adjacent Facilities:
Westerly: 40' curb to curb, 2-lane, 2-way.
Southerly: 66' curb to curb, 4-lane, 2-way.

Project Data: The proposed project is as follows:

1. Adams Ave. at the following intersections:
   (A) 4th St., Depot St., Fir St., Greenwood St. & Spruce St.: Update existing pretimed traffic control signals by replacing controllers and installing additional signal heads. (Type Code Y031, Est. Cost $9,500).
   (B) 2nd St.: Install pretimed traffic control signal and interconnect with existing signals [i.e., those listed under 1(A) above] on Adams Ave. (Type Code Y031, Est. Cost $15,000).
   (C) Elm St.: Sign and mark Elm St. to allow right turn only at Adams Ave. (Type Code Y002, Est. Cost $200).
2. Washington Ave. & Depot St. Intersection: Install emergency traffic control signal to provide right-of-way control for fire trucks and other emergency vehicles. (Type Code Y031, Est. Cost $6,100). Sign and mark intersection to prohibit left turns during peak hours. (Type Code Y002, Est. Cost $200).

NOTE: This project qualifies as an "EHS" project under IM 30-5-71, "Emergency Highway Safety Program", Section (a).

Right-of-Way: No additional required.
Relocation Assistance Payments: None involved.
System Action: FAP Type II System approved by FHWA, May 12, 1970.
Railroads, Airports, Water Developments, Historical & Recreation Areas: None involved.
Environmental Statement Requirement: Waived by FHWA under memo dated January 13, 1972.
State Clearinghouse Approval: Exempt per working agreement dated April 28, 1970.
District 13 Clearinghouse Approval: "Notice of Intent" was sent on July 21, 1971 to Blue Mountain Council of Governments Clearinghouse and as said notice has lain before the Clearinghouse for more than 30 days without action, it is assumed that no adverse review or comment will be received on this project.
Public Hearings: Not required under provisions of paragraph 6c of PPM 20-8.
Location/Design Approval: Requested as a separate action on April 6, 1972.
Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City Agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.
Data for PR-37: 80% of project is on FA Primary System.
20% of project is on FAP Type II System.

RECEIVED
COUNTY & CITY SECTION
APR 20 1972

MONTHLY TRANSACTION NO. 4-41

DATE SUBMITTED TO W.O. APR 19 1972

FORM PR-9 (REV. 4-61)

4-12-72 ☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE OF INDIVIDUAL PRO (PPM 21

☐ UPE ☑ CE ☐ RE ☐ RPE ☐

REQUEST F

CARD					
CARD 2	REPORT NUMBER (19) 5 (20)	PROJECT LOCATION (45 typewriter spaces) 21 US 30 & City Street in La Grande 65	ADT	8,400	FUTURE 12,400 (66) (70)

CARD										
CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 PE, Traffic Signals & Signs 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL 74		
CARD 4	CLASS OF FEDERAL FUNDS [1] TOPICS						COUNTY NAME U			
	NAME OF URBAN AREA 17-31 La Grande		F.A. SYSTEM Primary & Type II Primary							

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (58)	TOTAL C (59)
1	(1415)	16	41	42	43 - 46	53						
3					PE		ITEM AS NOW PROGRAMED	56	T-5016(2)	US 30 & City St. (Oak St.-Spruce St.) in La Grande "Oak St.-Spruce St. Section"	0.0	2,000
					ROW							
					CONST						0.0	31,000
										PROJECT TOTAL	0.0	33,000
5					PE		REQUESTED REVISION	56-A	T-5016(2)	US 30 & City St. (Oak St.-Spruce St.) in La Grande "Oak St.-Spruce St. Section"	0.0	2,000
					ROW							
					CONST							(16)
										PROJECT TOTAL	0.0	2,000

CARD A form PR-1 or PR-9 has been submitted Yes PROJECT WITHDRAWN

RECEIVED
COUNTY & CITY SECTION
APR 20 1972

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

			FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
	ADT	8,400	12,400 (66)	91 (70)(71)(72)	10 (74)(75)	Oregon	35 (2)(3)	077 4 6	56 (14)(16)

I, PROJECTS ONLY: POST MI. (24)(26) ; DESIG. 27

FOR MISCELLANEOUS FUNDS ONLY: SUPV AGCY 69 ; DA CLASSIF. 70 ; DA AREA 71 ; EMERG. YR. 72 73 ; PL AUTH YR 74 75

PROJECT NUMBER: PREFIX LETTER(S) T- ; NUMBER-AGR. NO. 5016(2) ; CODE 061

COUNTY NAME: Union

RTE NO. T-P ; FEDERAL AID 1 ; STATE (32) 66 ; U.S. (36)(37) 30 (41)

SYSTEM: Primary & Type II Primary

TERMINI	MILES (54)(58)	PROJECT COST: TOTAL COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
US 30 & City St. (Oak St.-Spruce St.) in La Grande "Oak St.-Spruce St. Section"	0.0	2,000	1,200	400(City) 400	PE all phases; traffic signals & signs
	0.0	31,000	19,700	5,650(City) 5,650	
PROJECT TOTAL	0.0	33,000	20,900	12,100	
US 30 & City St. (Oak St.-Spruce St.) in La Grande "Oak St.-Spruce St. Section"	0.0	2,000	1,200	400(City) 400	PE all phases (Future installation of traffic signals & signs)
PROJECT TOTAL	0.0	(16) 2,000 (23)	(24) 1,200 (33)	800	

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM (PPM 21-1 AND 22-1)

CARD 2 — REPORT NUMBER (19)(20) — PROJECT LOCATION (45 typewriter spaces) 21 — 55 — ADT — FUTURE (66) — YEAR (70)(71) — REGION (72)(74)

CARD 3 — CHARACTER OF PROPOSED WORK (35 spaces) 28 — 62 — NATL. FOREST (63)(65) — FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66)(68) — SUPV AGCY 69 — DA CLASSIF. 70 — DA AREA 71 — EMERG. YR. 72 73 — PL AUTH YR 74 75 — PREFIX 14 — COUNTY NAME

CARD 4 — CLASS OF FEDERAL FUNDS [1] — F.A. SYSTEM — RTE NO — NAME OF URBAN AREA 17-31 — PROJEC

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDER
											(54)(56)	(59) (66)(67)	
1	(1-6)(8)	10	41	42	43 - 46	53							
5					PE		Requested Revision	56-B	EHS-T-5016(3)	US 30 & City St. (Oak St.-Spruce St.)in La Grande "Oak St.-Spruce St. (La Grande) Section"	0.0	31,000	19
					ROW								
					CONST								
										PROJECT TOTAL			
5					PE		REQUESTED REVISION						
					ROW								
					CONST								
										PROJECT TOTAL		(16) (23)(24)	

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ — CODE 11 — PROJECT WITHDRAWN YES ☐ — CODE 2

CARD 1 — COLUMN 14 ⟶

REASON FOR CHANGE: To split into 2 separate projects & Item 56-B, Project EHS-T-5016(3), traffic signal may be programed & obligated as an "EHS" project u para. (a)

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: September 7, 1971

OTHER: January 10, 1972

PROGRAM REVISION REQUESTED

DATE: April 12, 1972

SIGNATURE:

TITLE: Programing Engineer

RECOMMENDED — DATE — SIGNATURE — TITLE

RECEIVED
COUNTY & CITY SEC
APR 20 1972
☐ ENGR. ☑ COOR. ☐ DE
☐ OPE ☑ CE ☐ RE ☐ R

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

		FUTURE YEAR (66) (70) (71) (72)	REGION (74) (75)	STATE NAME (2) (3)	STATE CODE 4 6	APPN. CODE (14)	ITEM NO. (18)
						I PROJECTS ONLY	

MISCELLANEOUS FUNDS ONLY				PROJECT NUMBER			
CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14	NUMBER-AGR. NO. 33 7 13	POST MI. (24) (28)	DESIG. 27
							CODE 14 16

COUNTY NAME	RTE NO.	FEDERAL AID	STATE (32)	U.S. (36) (37) (41)

	MILES (54) (58)	PROJECT COST TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
St. (Oak St.- a La Grande uce St. Section"	0.0	31,000	19,700	5,650(City) 5,650 11,300	Inst. traffic signals & signs.
PROJECT TOTAL					
CT TOTAL (16) (29) (24) (33)					

ANGE: To split into 2 separate projects as Item 56-A, Project T-5016(2), PE all phases
, Project EHS-T-5016(3), traffic signals & signs, in order that the physical construction
gramed & obligated as an "EHS" project under IM 30-5-71, "Emergency Hw. Safety Program,

	RECOMMENDED	APPROVED
	DATE	DATE APR 19 1972
	SIGNATURE	SIGNATURE
	TITLE	TITLE

RECEIVED
COUNTY & CITY SECTION
APR 20 1972
☐ ENGR. ☑ COOR. ☐ DE ☐ TE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

of funds involved.

USCOMM-DC 48903-P61

Observer, LaGrande---------- 4-13

APRIL 24, 1972

City sets viaduct voting

DUIIL policy remains the same

By GLENN DAVIS
Of The Observer

The citizen's committee seeking stricter handling of drunk drivers got their answer to their request Wednesday night as they had asked, but they weren't sure for awhile.

The group, which grew from meetings of the Christian Social Concerns Group at the First Methodist Church, had presented the city two weeks ago with their case for a change in the city attorney's policy in handling cases of driving under the influence of intoxicating liquor (DUIIL). They had requested an answer by last night, and it was on the agenda.

But when City President Virgil Morris came to the item he noted that an open meeting on the subject had been held at 6:30p.m., with no one from the committee in attendance, and after City Attorney Carl Helm assured him that members of the committee in the audience had heard the explanation of the prosecutor's policy, passed on to the next agenda item.

Later in the meeting Kay Campbell, 901 C Ave., a member of the citizen's group, asked, "Did you intend for the answer for the commission to be for the policy to be as it stands now?" Morris said it isn't for the city commission to tell the prosecutor what to do, as the only person the commission hires is the city manager and the judge.

In response to questions, Morris explained further that City Manager Murray Snyder is the only one the city attorney is answerable to, and Snyder said that while both the judge and attorney have indicated a "general intent to follow the law" they did not want to be "tied down" and wanted to have flexibility to achieve the end of administering justice.

Helm had explained to the group that his office has followed a policy of allowing those persons charged with DUIIL to plead guilty to reckless driving if it is the first DUIIL charge shown in their driving records, if no personal injury or property damage was involved in the incident and if the defendant had not been abusive to the police officer.

The commission had been asked to direct a change in that policy so that a new state law which created an offense of driving with a breathalyzer reading of above .15 per cent blood-alcohol content would be enforced in the city. A person charged with driving with above .15 could then be allowed to plead guilty to the lesser charge (carrying one-half the possible fine) of DUIIL, if it were a first offense. The group suggested following an Observer editorial suggesting that as a compromise. Those charged with DUIIL under guidelines establishing blood-alcohol contents for the charge between .10 and .15 could continue to have the charge reduced to reckless driving on a first offense, under their proposal.

Helm again explained Wednesday that the policy was the result of his personal conclusions, and said the material submitted by the committee did not present enough evidence to convince him a change was needed.

"It is not a hard and fast policy," he said, and indicated he was interested in studies being made in Lane and Multnomah counties to see if vigorous prosecution of every charge lowered the incidence. If they prove a change is needed, then he could change the policy, Helm said.

But the current policy is based on his feeling that "the person who is the bad guy is the repeater," Helm said, not the first offender, and he thinks justice is best served by that.

In other business at the meeting the commission adopted a resolution setting May 23 for an election on a charter amendment for a $675,000 bond issue to construct a new viaduct over the railroad tracks between 1st Street on the South and 2nd Street on the North.

The resolution was the end result of over a year's study by a citizen's committee on the 2nd Street Viaduct, which recommended the bond issue to build a replacement for the current structure which engineers say is in "imminent danger" of falling down.

A letter from the Oregon State Highway Division read Wednesday agreed to delay letting bids on the 2nd Street-Spruce Street section of the La Grande-Baker Highway under the TOPICS program until after the bond issue to see if the measure will make any difference in plans.

It also indicated a willingness on the part of the state to delay installation of a traffic signal under the federally funded traffic improvement plan to see if it will need to be at Adams and 1st or 2nd, and to add a traffic signal at Washington and Depot streets to the TOPICS program if desired by the city.

Snyder pointed out that traffic congestion at the latter intersection has been a problem for some time, though the traffic count on the two streets, about equal on each, does not meet the usual standard for full signals.

It had been considered to put up a light over the intersection prohibiting left turns, but since part of the problem is cars backing up in front of the fire station doors, an alternate solution was suggested, Snyder said. As an experiment to see if the traffic signal offered is needed, Snyder sought and received permission to make Washington the through street at the intersection and stop traffic on Depot, a reversal of the current situation.

In other business at the Wednesday meeting a new procedure was discovered by commissioners who had been reading the charter. Ordinances previously had been receiving three readings, the second by title only, but Wednesday it was discovered the charter calls for only readings at two separate meetings, or one reading and a second mention by title only to pass a measure under suspended rules in one night for an emergency.

Experimenting with the new rules the commission heard first reading on an ordinance adopting the engineer's report on a sewer improvement district in Bruecher's subdivision, and set it over till next week for 2nd and final reading, and adopted under emergency clause with one reading in full and a 2nd reading by title only an ordinance adopting the engineer's report on a water main extension district in that area.

Another ordinance, licensing and regulating merchant policemen and private detectives was also given first reading and set over until next week for 2nd and final reading. That ordinance required police investigation of persons serving as merchant police or detectives, a $50 yearly fee, a $3,000 surety bond and establishes procedures for revocation of licenses, notification of termination of employees of such a business, control of the type of uniforms and other measures subject to a penalty of up to $300 and-or 60 days in jail for non-compliance.

East Oregonian----4-13
Pendleton

PROJECT OKAYED

SALEM — The Oregon State Highway Commission has approved a federal-aid secondary project in Sherman County involving grading, basing and oiling on the Liberty-Road-Ruggles section on Finnegan Road.

Estimated federal aid secondary funds for the 1.8-mile project amount to $180,000, with the state's share estimated at $36,000.

Project plans call for a road width of 28 feet, travel lanes of 10-foot width and four-foot shoulders.

Register-Guard, Eugene----------

Politicians may come and go, but the bureaucrats endureth forever.

And two classic examples of the bureaucratic mind at work cropped up last week at opposite ends of the Emerald Empire.

The first was in a meeting held down in Gardiner. Forest Service officials got together with officials from three coastal counties to talk about zoning land adjacent to the new Oregon Dunes National Recreation area.

The bureaucrats kicked sand in the public's face — the meeting was held behind closed doors.

Why? To quote the story:

"Forest Service officials said the press was barred from the meeting because they felt having reporters present would hinder them from developing a working relationship with the county planners."

That's right guys — reporters might even tell the public what it is you're doing behind those closed doors. And the public might even be curious about what it is in your working relationship that you're so anxious to keep secret.

The other example came up the McKenzie, where the State Highway Division is about to start building a bypass around the town of Blue River. Some people questioned whether the roadwork would damage the area's scenic beauty.

David Cossell of the Federal Highway Administration's regional headquarters at Vancouver, Wash., told them they have nothing to fear.

"We're not going to be bothering any of the trees," was the first part of what he said. But the last part: the kicker: "except those where the new right ay section is to be located."

That's like an Air Force official saying bombs dropped in Vietnam won't do any damage except where they hit.

RECEIVED
COUNTY & CITY SECTION
APR 13 1972
☐ ENGR. ☑ COOR. ☑ LE ☒ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☒ PPE ☐

April 10, 1972
(date)

Mr. Murray Snyder
City Manager, City Hall
La Grande, Oregon 97850

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway La Grande-Baker TOPICS

Section 2nd Street-Spruce Street (La Grande): Signals & Signs

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

4-12-72
(date)

By Thomas Snyder - City Mgr

By _____
Commissioner

By _____
Commissioner

cc: L. H. Young
Attn: Duane Ridings

ENGR. ✓ COOR. ✓ OE ✓ LE ✓ UE
✓ UPE ✓ CE ✓ PE ✓ RPE ☐

April 10, 1972

Mr. Murray D. Snyder
City Manager
City Hall
La Grande, Oregon 97850

Re: TOPICS Project T-5016(2)
2nd Street-Spruce Street Section
La Grande-Baker Highway

Dear Mr. Snyder:

This will confirm our telephone conversation in regard to delaying this project until after the May bond election for financing the 1st Street overcrossing.

This project will be scheduled for our bid opening of June 29, 1972 and will include a traffic signal installation at 1st Street or 2nd Street on Adams Avenue depending on the outcome of the election.

Also, plans will be drawn so that we can include a traffic signal on Washington Avenue at Depot Street, should you decide it is necessary.

Very truly yours,

George M. Baldwin
Administrator of Highways

By
RICHARD BLADORN

for H. S. Cox
County and City Engineer

RB:ljt

bc: R. L. Schroeder
L. E. George
L. H. Young
C. G. Swenson
B. L. Gifford
W. E. Schwartz

5-24-72
Phoned Mr. Snyder - He was out - His Secretary said 2nd to 1st Route Bonds were defeated - Mr. Snyder to call me back at to what to do re: 2nd St signal installation.

5-25-72
See memo

RECEIVED
COUNTY & CITY SECTION
APR 12 1972
CHKD COORD OE RE UE
UPE CE RE RPE

T

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 6, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

FROM George M. Baldwin
Administrator of Highways

by ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Assistant State Highway Engineer

SUBJECT Location/Design Approval
Oak Street-Spruce Street Section
Project T-5016(2)
La Grande

We hereby request your approval of the location/design as set forth hereinafter and in the enclosed study report for the subject project.

Location/Design:

a. The locations are the existing street intersections as follows:

Adam Street at: 2nd St., 4th St., Depot St., Fir St., Greenwood St. and Spruce St.
Washington Ave. at Depot Street.

b. The design consists of (1) updating existing signals by replacing controller and installing additional signal heads, (2) new pretimed traffic signals with interconnect to existing signals, and (3) emergency traffic control signal for fire and emergency vehicle right-of-way control.

More complete location/design details are contained in the enclosed study report, which report consists of the following documents:

1 copy Study Report (County and City Section Memo of March 29, 1972)

1 copy City of La Grande "TOPICS Project Request" dated April 29, 1971

The Highway Division, having considered all of the data as well as the social, economic and environmental effects, has concluded that the location/design as set forth hereinabove and in the study report is suitable for the proposed project.

Public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

This project is exempt from State Clearinghouse review under working agreement dated April 28, 1970.

The project "Notice of Intent" was submitted to District No. 13 (Blue Mountain Council of Governments) Clearinghouse on July 21, 1971, and as said notice has lain before the Clearinghouse for more than 30 days without action, it is assumed that no adverse review or comments will be received on this project.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

Waiver of environmental statement requirements was approved by FHWA Memorandum dated January 13, 1972.

We further request your authorization to proceed with the P.S. & E. phase of preliminary engineering for final plan preparation, etc., as programmed under the subject Project T-5016(2).

Enc.

cc: Tom Edwards
F. B. Klaboe
L. H. Young
F. L. Hall
H. S. Cox
R. N. Chase
B. L. Gifford

CC: L.E. George
W.E. Schwartz
C.G. Swenson
R.N. Chase
R.A. Nichols - FHWA

RECEIVED
COUNTY & CITY SECTION
MAR 31 1972
ENGR. COOR. UE AE UE
UPE CE RE RPE

3-30-72

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5016(2)
Project Name: 2nd St.-Spruce St. Sect.
La Grande-Baker Hwy.

Gentlemen:

Regarding the salvage of the existing traffic control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☐ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☑ We do wish to have these materials salvaged* and request that the contractor be directed to stockpile these items at 2nd St. - City Shops. We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at La Grande, Oregon, this 30th day of March, 1972.

CITY OF La Grande

By [signature]

Title City Mgr

By [signature]

Title Recorder-Treasurer

* If the cost of the original installation was shared by State and City, the salvage shall be shared on the same basis.

3/16/71

OREGON STATE HIGHWAY COMMISSION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

RECEIVED
COUNTY & CITY SECTION
MAR 31 1972
☐ ENGR. ☑ COOR. ☑ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

3-30-72

SUBJECT: Federal Aid Project No. T-5016(2)

Project Name 2nd Street-Spruce Street

Section, La Grande-Baker Highway

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

   ☑ Additional right-of-way will not be required for this project.

   ☑ There has been no displacement of persons from residences, farms, or businesses; or

   ☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

   ☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at La Grande, Oregon,

this 30 day of March, 1972.

City of La Grande

City Mgr.

Recorder

cc: J.R. Oakes
R.N. Chase
T.W. Litchfield
C.G. Swenson
W.E. Schwartz

SALEM, OREGON
March 29, 1972

Mr. L. H. Young
Programing Engineer
BUILDING

Attn: Mr. R. N. Chase

Location/Design Approval
TOPICS Project T-5016(2)
2nd St.-Spruce St. Section
La Grande-Baker Hwy.
City of La Grande

Processing for location/design approval for the subject project is requested.

STUDY REPORT

LOCATION: Seven intersections on the La Grande-Baker Highway (2nd, 4th, Depot, Elm, Fir, Greenwood, & Spruce Streets) and one intersection on Washington Avenue (Depot St.).

DESIGN: Up grade existing traffic control signals on Adams Avenue at 4th Street, Depot Street, Fir Street, Greenwood Street, and Spruce Street by replacing controller and installing additional signal heads.

Install pretimed traffic control signal on Adams Avenue at 2nd Street and inter-connect with existing signals on Adams Avenue.

Sign and mark Elm Street to allow right-turn only onto Adams Avenue.

Install emergency traffic control signal at intersection of Washington Avenue and Depot Street to provide right-of-way control for fire trucks and other emergency vehicles. Sign and mark intersection to prohibit left turns during rush hours.

Environmental Statement waived by FHWA on January 13, 1972.

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

MEMO TO FILES
March 29, 1972

Re: Footpaths and Bike Trails
TOPICS Project T-5016(2)
2nd Street-Spruce Street Section
La Grande-Baker Highway
City of La Grande

Footpaths and bike trails will not be established under this project as per Section 2(1) of ORS Chapter 366. There will be no highway, road, or street construction, reconstruction, or relocation involved in this project.

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
Victor Wolfe
L. H. Young
W. H. Tebeau
F. E. Terpin
C. G. Swenson

RECEIVED
COUNTY & CITY SECTION
MAR 29 1972
☑ ENGR. ☑ COOR. ☑ GE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

RECEIVED
FEB 28 1972
FOR FILING

January 20, 1972

City of La Grande
City Hall
La Grande, Oregon 97850

MISC. CONTRACTS and
AGREEMENTS No. 4416

Attention: F. C. McShane
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement pertaining to construction of 2nd Street and Spruce Street in La Grande on the La Grande-Baker Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

RECEIVED
JAN 20 1972

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 13, 1972

In reply refer to: 10-35-FA

Topics
In I

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5017(2)
Oak Street-Spruce Street Section - LaGrande
Waiver of Environmental Statement Requirements

Mr. Bladorn's December 23, 1971 letter requested a waiver of environmental statement requirements for the subject project under Section 3f(3) of PPM 21-18.

We concur that the environmental impact of this project will be negligible and therefor we approve the waiver of the environmental statement requirements.

NOTED
F. D. KLABOE

1-18-72

RECEIVED

BY DEPUTY STATE HIGHWAY ENGINEER

1-18-72
Young
Lee
Rogers

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

December 23, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

NOTED
F. B. KLABOE

Re: TOPICS Project T-5017(2)
Oak Street-Spruce Street Section
La Grande-Baker Highway
City of La Grande

Dear Mr. Simpson:

Waiver of environmental statement requirement for the subject project is requested as provided for by Section 3f(3) of PPM 21-18 dated May 13, 1971.

This project has been revised to exclude the construction of Willow Street and the reversing of the Oak Street-Cedar Street one-way couplet.

The project as now proposed consists of upgrading traffic control signals on Adams Avenue at 4th, Depot, Fir, Greenwood, and Spruce Streets; installing a traffic signal on Adams Avenue at 2nd Street; installing an emergency traffic signal on Washington Avenue at Depot Street to provide right-of-way control for fire trucks and other emergency vehicles, also signing for intersection to prohibit left turns during rush hours; and sign and mark Elm Street to allow right-turn only onto Adams Avenue.

No additional right-of-way will be required.

Due to the overall limited nature of the project, it will have little social, economic or environmental impact on the area.

Very truly yours,

R. L. Porter
State Highway Engineer

By
RICHARD BLADORN

for H. S. Cox
County and City Engineer

RECEIVED
DEC 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RB:ljt
cc: R. L. Porter
F. B. Klaboe
L. H. Young

Form E-123

RECEIVED

MEMO TO FILES

December 23, 1971

NOTED
F. B. KLABOE

Re: TOPICS Project T-5016(2)
Oak Street-Spruce Street Section
La Grande-Baker Highway
City of La Grande

A public hearing is no longer required for the subject project.

The City has requested that the project proposal be revised to eliminate the construction of Willow Street and the revision of the Oak Street-Cedar Street one-way couplet.

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: F. B. Klaboe
L. H. Young
Victor Wolfe
H. S. Coulter
FHWA

RECEIVED
DEC 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7781 Canyon Creek Bridge Sec. of Wood- 1972
burn-Estacade Hwy. south of Estacada.
(Grading, paving, and structure.)

7121 11-2-73

cc: OSHD (H S Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
FHS-RS-264(5)	Clackamas	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Construction of 0.24 mile of grading, aggregate base and asphalt concrete pavement and the widening of the existing 106-foot long bridge over Canyon Creek 20 feet. The project is located approximately 12 miles south of Estacada on the Woodburn-Estacada Highway.

REGIONAL OFFICE
NOV 02 1973
COPY SENT

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Robert L. Jensen	$ 106,428.25

7. *CERTIFICATION:* ***I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.***

SIGNATURE (SHD Official) R. D. Tallberg 11-5-73 by Conta Young

TITLE Asst Office Engr

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED STATE HWY ENGR NOV 5 '73 REFER TO FOR Info Inves R/D D/R n Nat

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 30 feet) TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.217	30	X080	0.020

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
W. N. Bryant, Area Engineer	August 22, 1973

12. IN COMPANY WITH
A. L. Harwood, Regional Construction Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE: W. N. Bryant — W. N. Bryant, Area Engineer

14. TITLE: Area Engineer

15. DATE: 11-2-73

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE: E. J. Valach — Original signed by E. J. Valach, Dist. Engineer

17. TITLE: District Engineer

18. DATE: NOV 02 1973

FORM FR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

7781

STATE COPY

MONTHLY TRANSACTION NUMBER: 1F-3	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE: Oregon
PROJECT REPORT NUMBER: 6	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY: Clackamas
MODIFICATION NUMBER: 1	(PPM 21-7) 10-26-73	PROJECT NUMBER: EHS-RS-264(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 27, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 124,951	$ 128,072
Federal Funds	$ 79,418	$ 81,402
Other revisions		

This modification is made for the following reasons:

Increase in bid quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 26th day of October, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Bunster

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for Steven W. Carey
(Division Engineer)
G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

October 17, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Project No. EHSaRS-264(5)
Canyon Creek Bridge Section

We are forwarding four copies each of a revised project agreement estimate and modification of project agreement for the subject project. Two copies of the modification of project agreement have been signed by a Highway official.

Attach.

DH:dg

Oregon State Highway Division

Federal Aid Project
No. EHS-RS-264(5)

CANYON CREEK BRIDGE SECTION

WOODBURN-ESTACADA HIGHWAY IN CLACKAMAS COUNTY

Salem, Oregon, October 17, 1973

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 13+50 to Sta. 26+00)

Temporary Protection and Direction of Traffic	All Required		$ 8,500.00
Clearing and Grubbing	All Required		5,000.00
*General Excavation	838 cu.yd.	5.00	4,190.00
Finishing Roadbed and Slopes	All Required		1,895.00
Watering	40 M-gal.	8.00	320.00
Coarse Aggregate Base	1,050 cu.yd.	6.50	6,825.00
*3/4" - 0 Aggregate Base	478 cu.yd.	6.50	3,107.00
Class "B" Asphalt Concrete	1,550 ton	12.75	19,762.50
12-inch Culvert Pipe	50 lin.ft.	8.00	400.00
18-inch Culvert Pipe	20 lin.ft.	20.00	400.00
Guard Rail, Type 2A	425 lin.ft.	6.95	2,953.75
Extra for Guard Rail Bridge Connection	3 only	350.00	1,050.00
Concrete Shoulder Barrier Terminal	4 cu.yd.	170.00	680.00
Extra for Asphalt Walks	100 sq.yd.	5.00	500.00
Guide Posts	12 only	14.00	168.00
Roadside Seeding & Mulching	0.4 acre	1,000.00	400.00
			$56,151.25
Flagging (60% of Contractor's Cost)	All Required		$ 2,000.00
Permanent Pavement Striping	All Required		200.00
Temporary Erosion Control	All Required		500.00
			$ 2,700.00
	Subtotal		$58,851.25
	Engr. & Cont.		8,080.75
	Total		$66,931.00

*Revised Bid Quantities

Type Code X080
Bridge #1608A (Sta. 17+42.60 to Sta. 18+48.60)

Alterations to Existing Structure	All Required		$ 7,000.00
Shoring, Cribbing, Etc.	All Required		2,500.00
Structure Excavation	65 cu.yd.	22.00	1,430.00
Structure Excavation Below Elevation Shown	10 cu.yd.	25.00	250.00

Class A Concrete (91 cu.yd.)	All Required		12,910.00
Class A Concrete in Footing Walls	24 cu.yd.	140.00	3,360.00
Light Weight Concrete (13 cu.yd.)	All Required		1,675.00
4' x 25'/30' Prestressed Slabs	12 only	825.00	9,900.00
4' x 45'/50' Prestressed Slabs	6 only	1,325.00	7,950.00
Reinforcement (11,900 lbs.)	All Required		2,700.00
Pedestrian Handrail	72 lin.ft.	29.50	2,124.00
Loose Riprap, Class 700	20 cu.yd.	80.00	1,600.00
	Subtotal		$53,399.00
	Engr. & Cont.		7,742.00
	Total		$61,141.00

Length of Roadway - - - - - - - 0.217 mile
Length of Structure - - - - - - 0.020 mile
Total Length 0.237 mile

Cost of Roadway per mile - - - $308,437.79

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 66,931.00	$42,541.00	$24,390.00
Structure	61,141.00	38,861.00	22,280.00
Total	$128,072.00	$81,402.00	$46,670.00

Group 1 - 100%

Contract No. 7781

Prefix 103-1021

7721

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
8-1	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Clackamas
PROJECT REPORT NO. 4	7-27-72	PROJECT NO. RHS-PS-264(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 211 0.5 mi. N.E. of Colton

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-7-72	0.24
OTHER *(Specify)*		

FUNDS

Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 124,951	$ 79,418

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. T. Hunt

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
Acting Division Engineer)

G. L. Green

Date executed by Division Engineer JUL 27 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

July 25, 1972

TO Mr. G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM L. H. Young
Programming Engineer

SUBJECT Project No. EMS-RS-264(5)
Canyon Creek-Bridge Section

We are forwarding four copies each of project agreement estimate and project agreement for the above-listed project. Two copies of the project agreement have been signed by a Highway official.

In compliance with Mr. Whitton's Circular Memorandum, May 25, 1964, Subject: "Consideration of the overall interests of the public in the Federal-aid highway programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding this project.

The specifications and proposal contain certifications conforming to Mr. J. M. O'Connor's memorandum of February 23, 1968, in regard to nonsegregated facilities.

Enclosure

CL:js

Oregon State Highway Division

Federal Aid
Project No. EHS-RS-264(5)

CANYON CREEK BRIDGE SECTION

WOODBURN-ESTACADA HIGHWAY IN CLACKAMAS COUNTY

Salem, Oregon, July 25, 1972

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 13+50 to Sta. 26+00)

Temporary Protection and Direction of Traffic	All Required		$ 8,500.00
Clearing and Grubbing	All Required		5,000.00
General Excavation	510 cu.yd.	5.00	2,550.00
Finishing Roadbed and Slopes	All Required		1,895.00
Watering	40 M-gal.	8.00	320.00
Coarse Aggregate Base	1,050 cu.yd.	6.50	6,825.00
3/4" - 0 Aggregate Base	250 cu.yd.	6.50	1,625.00
Class "B" Asphalt Concrete	1,550 ton	12.75	19,762.50
12-inch Culvert Pipe	50 lin.ft.	8.00	400.00
18-inch Culvert Pipe	20 lin.ft.	20.00	400.00
Guard Rail, Type 2A	425 lin.ft.	6.95	2,953.75
Extra for Guard Rail Bridge Connection	3 only	350.00	1,050.00
Concrete Shoulder Barrier Terminal	4 cu.yd.	170.00	680.00
Extra for Asphalt Walks	100 sq.yd.	5.00	500.00
Guide Posts	12 only	14.00	168.00
Roadside Seeding & Mulching	0.4 acre	1,000.00	400.00
			$53,029.25
Flagging (60% of Contractor's Cost)	All Required		$ 2,000.00
Permanent Pavement Striping	All Required		200.00
Temporary Erosion Control	All Required		500.00
			$ 2,700.00
	Subtotal		$55,729.25
	Engr. & Cont.		8,080.75
	Total		$63,810.00

Type Code X080
Bridge #1608A (Sta. 17+42.60 to Sta. 18+48.60)

Alterations to Existing Structure	All Required		$ 7,000.00
Shoring, Cribbing, Etc.	All Required		2,500.00
Structure Excavation	65 cu.yd.	22.00	1,430.00

Structure Excavation Below Elevation Shown	10 cu.yd.	25.00	250.00
Class A concrete (91 cu.yd.)	All Required		12,910.00
Class A Concrete in Footing Walls	24 cu.yd.	140.00	3,360.00
Light Weight Concrete (13 cu.yd.)	All Required		1,675.00
4' x 25'/30' Prestressed Slabs	12 only	825.00	9,900.00
4' x 45'/50' Prestressed Slabs	6 only	1,325.00	7,950.00
Reinforcement (11,900 lbs.)	All Required		2,700.00
Pedestrian Handrail	72 lin.ft.	29.50	2,124.00
Loose Riprap, Class 700	20 cu.yd.	80.00	1,600.00
	Subtotal		$53,399.00
	Engr. & Cont.		7,742.00
	Total		$61,141.00

Length of Roadway - - - - - - - - 0.217 mile
Length of Structure - - - - - - 0.020 mile
Total Length 0.237 mile

Cost of Roadway per mile- - - - $294,055.30

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 63,810.00	$40,557.00	$23,253.00
Structure	61,141.00	38,861.00	22,280.00
Total	$124,951.00	$79,418.00	$45,533.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7781

Prefix 103-1021

7781

August 9, 1973

United Pacific Insurance Company
Fidelity &Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On August 3, 1973, we wrote to you concerning release of final payment on Contract No. 7781 awarded to Robert L. Jensen for work on the Canyon Creek Bridge Section of the Woodburn-Estacada Highway in Clackamas County.

Final payment on this contract is $5,484.58 and the total contract amount is $110,633.98 including $942.37 for work performed under force account.

Very truly yours,

C. W. Read, Manager
ADMINISTRATIVE SERVICES

ks
cc Robert L. Jensen
Route 1 - 10072
Veneta, Oregon 97487

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
L. W. Rulien

7781

August 1, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator of Highways &
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7781, Work Completed May 9, 1973

Project Canyon Creek Bridge

Highway Hoodburn-Estacada, County Clackamas

Type of Work Grading, Paving and Structure

Contractor Robert L. Jensen

Recommended Acceptance Date August 1, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on August 14, 1973 for your formal concurrence.

VG:pr

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7781

FINAL WEEKLY REPORT

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: CANYON CREEK BRIDGE		WEEK ENDING: JUNE 23, 1973
		SECTION PREFIX: 103-1021
HIGHWAY: WOODBURN - ESTACADA		COUNTY: CLACKAMAS
NAME OF JOB: CANYON CREEK BRIDGE	KIND OF WORK: GRADING, PAVING AND STRUCTURE.	
CONTRACTOR: ROBERT L. JENSEN	CONTRACT NUMBER: 7781	FEDERAL AID PROJECT NUMBER: EHS-RS-264(5)
DATE OF CONTRACT: JULY 6, 1972	DATE WORK STARTED: JULY 12, 1972	ESTIMATED COMPLETION DATE: COMPLETED 5/9/73
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED 184
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 92%
PROJECT AUTHORIZATION: $123,860.56	ENGINEERING AUTHORIZATION $9,821.54	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $114,039.02	ENGINEERING COST TO DATE $11,987.01	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $114,039.02	PERCENT OF AUTHORIZATION 122 %	DATE PROJECT WAS COMPLETED: MAY 9, 1973
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %		SEMI-FINAL WILL BE SUBMITTED ON JUNE 29, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.24	0.24			0.24
MILES PARTIALLY COMPLETED	0.24	0.24			0.24
MILES COMPLETED	0.24	0.24			0.24
TOTAL ESTIMATED QUANTITIES (CONTRACT)	520 CY	1300 CY			1550 TONS
TOTAL QUANTITIES CORRECTED TO DATE	830.1 CY	1610 CY			1490 TONS
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	830.1 CY	1610 CY			1490 TONS
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1608A							
PERCENT	100%							

	WEATHER	DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY JUNE 17	RAIN	0		PROJECT COMPLETE
MONDAY 18	OVERCAST	0		
TUESDAY 19	FAIR	0		
WEDNESDAY 20	FAIR	0		
THURSDAY 21	FAIR	0		
FRIDAY 22	FAIR	0		
SATURDAY 23		0		

Routing: Kinsey, Bond, Jackmund, Hardt, Johnson, Wood, Poole, Glenn, Berg

RECEIVED
JUN 25 1973
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

JUNE SUNDAY 17	NO ACTIVITY, PROJECT COMPLETE.
MONDAY 18	
TUESDAY 19	
WEDNESDAY 20	SALEM BRIDGE DESIGN TEAM INSPECTED PROJECT TODAY.
THURSDAY 21	
FRIDAY 22	
SATURDAY 23	

REMARKS

STATUS: PROJECT COMPLETE
SEMI-FINAL ESTIMATE SUBMITTED JUNE 29, 1973

SIGNED E. Rodriguez LOCATION MILWAUKIE

E. RODRIGUEZ, RES. BR. ENGR.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

RECEIVED
AUG 1 1972
FOR FILING

7781

August 14, 1972

Ms. Katherine Elliott
Route 1, Box 360
Colton, Oregon 97017

Dear Ms. Elliott:

In reply to your letter of July 31, 1972, you inquired about our future plans on the Estacada-Woodburn Highway (Route 211) near Elwood.

Two small projects are being considered in this area involving bridge widening or replacement and reconstruction of short sections of highway to accommodate the wider width of structure. One is across Canyon Creek just easterly of Colton and is currently under contract. The other is Clear Creek Bridge several miles northerly of the Elwood District also under contract. No other improvements are contemplated. Under the present situation it does not appear that further work would be undertaken in the foreseeable future.

Highways constructed by the Highway Division are financed with funds derived from road user gasoline taxes and registration fees. Roads and streets constructed by cities and counties may, however, be financed by assessment against property.

Condemnation is usually a last resort for highway right of way. Negotiation is the preferred procedure and if value of property involved cannot be determined, then the court must determine a value.

We hope the above will sufficiently answer your questions.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

GCW:jp jf
bc: Tom Edwards
F. B. Klaboe
Victor D. Wolfe

Please close

8-3

RECEIVED
AUG 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
admin
BY SECRETARY

Rt. 1, Box 360
Colton, Oregon 97017

July 31, 1972

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

I have heard that Highway 211 is going to be made into a 4-lane road. Please let me know:

When?

Will it raise my taxes?

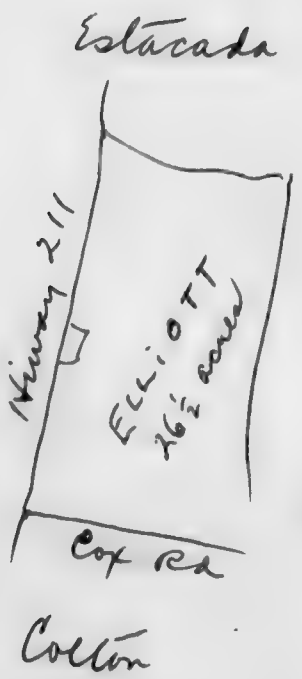
Will you be condemning any of my property? (see crude map below).

Thank you.

Very truly yours,

Katherine Elliott

Katherine Elliott



RECEIVED
AUG 4 1972
LOCATION
SECTION

RECEIVED
AUG 1 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
AUG 1 1972
OREGON
STATE HIGHWAY COMMISSION

Elwood District

RECEIVED
AUG 3 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUL 20 '72
FOR FILING

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

7741

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

July 14, 1972

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

Re: Power Pole Adjustment
Canyon Creek Bridge Section
Woodburn-Estacada Highway
Clackamas County

ATTENTION: Mr. Roger W. Sharp

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of June 22, 1972, have been approved by the State. You are hereby authorized to proceed with the work as of July 14, 1972.

Please contact Mr. Enrique Rodriquez, Resident Bridge Engineer, 1505 Main Street, Oregon City, Oregon 97045, telephone 656-3021, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to July 14, 1972, in the amount of $65.91, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

T. W. Litchfield
Railroad and Utility Engineer

PGP:dl
cc: Portland General Electric
Attn: Mr. C. J. Irelan

A. E. Johnson
V. L. Gallagher w/attach (2)
V. E. Skoog "
L. W. Rulien " (2)
E. Rodriquez "
R. H. Rumbolz "

Note to L. W. Rulien: Please have a State Force Order prepared and submitted for this work. Prefix No. 103-1460. Return one copy of Est. and sketch with SFO

RECEIVED
JUL 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

7781

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 21, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT

Footpaths and Bicycle Trails
June 29 Bid Letting

Bids will be taken June 29, 1972, on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project:

1. Rickreall-Independence Junction Section
Willamina-Sales Highway, Polk County
Grade, Pave, Structures, Signal Project

Sidewalks will be provided for 1 mile on the easterly end of the project, ending at the intersection of the old highway.

2. Canyon Creek Bridge Section
Woodburn-Estacada Highway, Clackamas County
Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established. . .if. . .the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

(more)

3. Esplanade Street-Fort Klamath Road Section
Klamath Falls-Malin Highway (FAS 415), Klamath County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. 2nd Street-Spruce Street (La Grande) Section
La Grande-Baker Highway, Union County
Signal and Sign Project

Same as No. 3.

5. Hunburg Creek Bridge Section, FAS 912, Clatsop County
Grade, Pave, Structure Project

Same as No. 2.

6. Boones Ferry Road-Pacific Highway East Section
Hillsboro-Silverton Highway, Marion County
Grade, Pave, Signals, Structure Project

Same as No. 2.

7. Oregon Coast Highway at Broadway (Seaside) Section
Oregon Coast Highway, Clatsop County
Traffic Signal Project

Same as No. 3.

8. Mt. Angel (Garfield Street) Section, Marion Co.
Grade, Pave Project

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 3(a) which states that "The amount expended by the commission or by a city or county as required or permitted by this section shall never in any one fiscal year be less than one percent of the total amount of the funds received from the highway fund. However, this subsection does not apply to a city in any year in which the one percent equals $250 or less."

9. Stayton (Locust Street) Section, Marion County
Grade, Pave Project

Same as No. 8. This street has existing sidewalks.

(more)

10. Jefferson (Church Street) Section, Marion County
Grade, Pave Project

Same as No. 6.

11. Columbia River (Astoria) Bridge
Oregon Coast Highway, Clatsop County
Painting Project

Same as No. 3.

12. Charleston (South Slough) Bridge
Cape Arago Highway, Coos County
Painting Project

Same as No. 3.

13. Dabney State Park, Multnomah County
Grade, Pave, Park Facilities Project

Footpaths and trails will be provided under this project.

14. Antelope Creek Bridge, Bigham-Brown Road, Jackson Co.
Structure Project

Same as No. 2.

Those matters will be on the agenda for the June 27 meeting and your approval is requested.

JDM:jp ia
bc Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
V. D. Wolfe
C. G. Swenson
Gary Sund
Gary Ross

RECEIVED
JUN 19 1972
FOR FILING

7781

June 15, 1972

To Oregon State Highway Commission

From F. B. Klaboe
Acting State Highway Engineer

Subject Finance Approval
Canyon Creek and Clear Creek Bridges
Woodburn-Estacada Highway, Clackamas County

The surveys for the Canyon Creek and Clear Creek Bridges on the Woodburn-Estacada Highway in Clackamas County have been completed. The existing narrow bridges have qualified as emergency highway safety projects for improvement. The Federal Highway Administration has approved our request for waiver of notice of intent, environmental reports, and hearings.

The Canyon Creek Bridge, to be let June 29, 1972, will be widened on the downstream side, thus providing bridge and approaches with roadway width sufficient for two 12-foot travel lanes with minimum 6-foot shoulders. The estimated cost is $120,000.

The Clear Creek Bridge, scheduled for letting in July, will be widened on the downstream side to a horizontal clearance which will provide two 12-foot travel lanes with 4-foot shoulders. The estimated cost is $175,000.

I recommend these projects, as they were tentatively approved on Program XII for the expenditure of Federal-aid Secondary funds.

This matter will be on the agenda for your consideration and approval at the June 27 meeting.

cc Floyd Query
George M. Baldwin
Tom Edwards
E. S. Hunter
L. H. Young
V. E. Skoog
F. L. Hall
H. S. Cox
Ben Gifford
Gary Ross
Gary Sund

BLG:dg
ms

RECEIVED
JUN 8 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

3781

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 8, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Canyon Creek Bridge Section
Woodburn-Estacada Highway
Clackamas County
Oregon Project EHS-RS-264(5)

Our letter of June 5, 1972, gave reasons for constructing this short section of highway to a typical section of two 12-foot lanes with four-foot shoulders rather than to the standards of a Class A(2) highway.

A subsequent review of the project indicates that a bridge roadway width of 36 feet is required to maintain two-way traffic during -construction. It is our opinion that the cost of the additional four feet of bridge width and the increasing o of the shoulders from the four feet to six feet will be largely offset by savings due to a more convenient project for the con- tractor. Our plans for the temporary protection to traffic have been simplified with a corresponding decrease in the es- timated cost for this item of work.

In view of the above discussion, together with the information contained in our June 5, 1972, letter, we request your approval of the project on the basis of two 12-foot travel lanes with six-foot wide paved shoulders.

LLW:dh cg
bc: Tom Edwards
A. E. Johnson
Walter J. Hart
L. W. Rulien

TRANSACTION NUMBER 6-20

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 6-7-72
BY (Signature): MR. YOUNG'S MAY 16, 1972 LETTER
TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS RURAL SECONDARY

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 5 THRU ____			
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
5	EHS-RS-264(5)	0.24	100,000	63,500	LOCATION: CANYON CREEK BRIDGE SECTION — WORK: GRADE, DRAIN, HIGH TYPE PAVEMENT AND WIDEN ONE STRUCTURE.

RECEIVED
JUN 12 1972
FOR FHWA

STATE OF OREGON
STATE HIGHWAY ENGINEER

6-15-72

Young

*REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		JUNE 7, 1972	FOR DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
JUN 8 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7781

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 5, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Canyon Creek Bridge Section**
Woodburn-Estacada Highway
Clackamas County
Oregon Project BRS-RS-264(5)

Your letter of May 22, 1972, deferred approval for subject project.

The current ADT is 1900 and the projected ADT is 3700 for that section of highway involved in this project. As stated in your letter this would ordinarily indicate construction to standards for a Class A(2) Highway.

However, this project is a spot safety project to correct the hazardous situation of an extremely narrow structure. The proposed improvement of the highway to 12-foot travel lanes with 4-foot paved shoulders extends for a total length of only 1400 feet. The typical section of the highway outside the limits of the improvement, will remain two 11-foot travel lanes with 1- or 2-foot wide unpaved shoulders. It does not seem reasonable in this instance to improve a short section, out of many miles of highway, to a higher standard than we are proposing. This is particularly true as we do not anticipate any available financing for a general improvement of the highway for a number of years.

In view of the above discussion we request your approval of the project on the basis of the original program documents.

LLW/ag bb
cc: H. S. Hunter
W. J. Hart
F. L. Hall
V. D. Wolfe

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 22, 1972

In reply refer to: 10-35-FA

7781

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EHS-RS-264(5)
Canyon Creek Bridge Section
Proposed Roadway & Bridge Width

In reviewing the program documents for the subject project it was noted that both the roadway width and the structure widths proposed are considerably less than the State of Oregon Minimum Design Standards for either a Class B or Class A(2) highway. We feel this is a rather important secondary route as indicated by the traffic volume and we would therefor be extremely reluctant to approve such a minimum standard project without some compelling reason.

We are therefor deferring approval of this program pending further discussion on this matter. We strongly recommend revising it to provide greater roadway and structure widths.

NOTED
TOM EDWARDS

RECEIVED
MAY 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER
Walt Hart drafting reply to justify 32' Br. width.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
JUN 8 - 1972
FOR FILING

STATE OF OREGON
1859

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

3781

TOM McCALL
GOVERNOR

COMMISSIONERS
AT METKE, Chairman
N CALLAGHAN, Member
LAN L. KELLY, Member
ANK A. MOORE, Member
ES W. WHITTAKER, Member
N W. McKEAN
State Game Director

May 30, 1972

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Hall
RECEIVED
MAY 31 1972
DESIGN
SECTION

Attention Mr. Frank L. Hall

Dear Sir:

This is in reply to your letter of May 17, 1972, regarding the following project:

Canyon Creek Bridge Section
Woodburn-Estacada Highway
Clackamas County

The bridge plans appear to be satisfactory and are approved. Canyon Creek harbors runs of anadromous fish which ascend the stream in the fall. Usual precautions against siltation should be taken, and work in and on the banks of the stream should be confined to the period from July 1 through September 30.

We appreciate the opportunity to offer comments on this construction.

Very truly yours,

R. O. Koski
Fishery Staff Specialist

NOTED
E. S. HUNTER

cc: E. S. Hunter
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Tebeau
F. E. Terpin - L. W. Rulien (2)
ROK:ae

cc: Director FCO

RECEIVED
JUN 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 17 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7781

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 16, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Program Submission**
Canyon Creek Bridge Section
Project EHS-RS-264(5)

We are submitting program data for one Rural Secondary Project Item 5, Project No. EHS-RS-264(5), which we desire to have included in the Federal-Aid Rural Secondary Highway Program.

This project has been selected by the State Highway Division and local authorities in cooperation with each other as required by the Federal-Aid Act.

Clearinghouse (IM 50-1-70), 3c Planning (PPM 50-9) and Public Hearing (PPM 20-8) requirements for subject project were waived by FHWA memorandum dated March 27, 1972.

Enclosures

RNC:js

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROJ

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 5-16-72

CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 SR 211 0.5 mi. N.E. of Colton 65							ADT	PRESENT 1,800	FUTURE (66) 3,000	YEAR (70)(71)(72) 92	R						
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Gr., Dr., H.T. Pave., 1 Br. 62			NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73) EHS	PL. AUTH YR (74)(75)	COUNTY NAME								
CARD	CLASS OF FEDERAL FUNDS Rural Secondary										ROUTE NO. S	FEDERAL-AID 140							
	NAME OF URBAN AREA 17-31																		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES (54)(58)(59)	TOTAL ESTIMATED COST (66)	FEDERAL FUNDS (67)(76)
1	(1-5)	(16)	41	42	43 46 PE	53	SR 211 0.5 mi. N.E. of Colton			
5					ROW		"Canyon Creek Bridge Section"			
5					CONST (CODE)			0.24	100,000	63,500
							PROJECT TOTALS	0.24	100,000	63,500

(16) (23)(24)

CARD 1	CODE 1	PREPARED BY
11	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	1,800	3,000	92	10	Oregon	35	075	5
(65)		(66) (70)	(71) (72)			(2) (3)	(4) (9)	(14) (18)

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	EHS-RS	264	(5)	(24) (26)	27
			EHS		14 23	7 13			

COUNTY NAME: Clackamas — CODE: 005 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 140 (32) — STATE: 161 (36) (37) — U.S.: (41)

LES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(58)	(59) (66)	(67) (76)			Gr., Dr., 2 - 12' lanes H.T. Pave., with 4' shldrs and 8' path. Widen existing Br. to HC 32' (length 92' CL total) with 8' sidewalk.
					ROW - 80' Normal; Access Control - none Parking Restrictions none
.24	100,000	63,500	36,500		
.24	100,000	63,500	36,500		

(16) (23) (24) (33) REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

CANYON CREEK BRIDGE SECTION

PROJECT EHS-RS-264(5)

Existing Facility:

Roadway: 20' bituminous surface with 5' shoulders.
Structure: 77' RCDG bridge HC 20'.

Adjacent Sections: Roadway same as existing.

Project Data: The work consists of grade and drain; construction of 2 - 12' lanes high type AC pavement with 4' paved shoulders; widen one RCDG bridge to HC of 32'-7 1/2" using prestressed concrete slab deck (length of existing structure 77', length of widening 106', average length approximately 92') and 8' sidewalk on existing portion of the structure; installation of guard rail and construction of 8' AC footpath to match bridge sidewalk.

For PR-37 Form: Structure widening type code X080 with estimated cost $50,000. Roadway type code 6201 with estimated cost $50,000.

System Action, Railroads, Airports, Water Development, Recreation and Historical Areas: None involved.

Clearinghouse (IM 50-1-70), 3c Planning (PPM 50-9) and Public Hearing (PPM 20-8) Requirements: Waived by FHWA memorandum dated March 27, 1972.

Location/Design: Approval granted April 13, 1972 under the provisions of the Secondary Road Plan.

Negative Environmental Declaration: Submitted January 20, 1972 and approved by FHWA on February 15, 1972.

This project qualifies as "EHS" under the provisions of section (e) "Emergency Highway Safety Programs" of IM 30-5-71 and concurred by FHWA in memorandum dated December 28, 1971.

RECEIVED
APR 13 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 12, 1972

TO E. S. Hunter
Assistant State Highway Engineer

FROM L. H. Young
Programing Engineer

SUBJECT Location/Design Approval
Canyon Creek Bridge Section
Project EHS-S-264(-)
Woodburn-Estacada Highway
Clackamas County

We hereby request, under the provisions of the Secondary Road Plan, your approval of the location/design as described hereinafter and in the enclosed study report.

Location/Design:

a. The corridor is the existing highway facility.

b. The design consists of widening the existing structure to provide a 32-foot travelway clearance and two 5-foot sidewalks and also widen the approach roadway to two 12-foot lanes with 4-foot shoulders.

More complete location/design details are contained in the enclosed study report, which report consists of the following documents:

1 copy Location Section Study Report, March 29, 1972
1 copy Traffic Section Report, December 1, 1971
1 copy Right of Way Section Report, February 8, 1972
1 copy Vicinity Map and Profile

The Highway Division has considered the enclosed study report as well as the social, economic and environmental effects and has concluded the hereinabove described location/design is suitable for the proposed highway project.

Clearinghouse requirement (IM 50-1-70), 3c planning requirement (PPM 50-9) and public hearing requirement were waived by FHWA memorandum dated March 27, 1972.

Negative environmental declaration submitted January 20, 1972 and FHWA concurrence given by memorandum dated February 15, 1972.

The location/design for which we are requesting your approval has been published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

Endorsement to Programing Section
April 13, 1972

Location/Design Approved

E. S. Hunter
Assistant State Highway Engineer

Enc.

RNC:dg

cc Tom Edwards
F. B. Klaboe
L. H. Young
V. D. Wolfe
F. L. Hall
H. S. Cox
R. N. Chase
B. L. Gifford

March 29, 1972

LOCATION SECTION STUDY REPORT
CANYON CREEK BRIDGE SECTION
WOODBURN-ESTACADA HIGHWAY
CLACKAMAS COUNTY

Following is a project description on the Canyon Creek Bridge Section. The need for a public hearing was waived per Federal Highway Administration memorandum 10-35-FA dated March 27, 1972.

The proposed facility will be a two-lane highway having 12-foot travel lanes and 4-foot shoulders.

The proposed project consists of widening the existing 20-foot bridge to a 32-foot width, with 5-foot sidewalks proposed for each side. The majority of the widening will be on the northerly or downstream side of the existing bridge. It will also be necessary to reconstruct approximately 900 feet of the existing bridge approaches to meet the widened structure. The total length of the project is 0.21 mile.

No families, businesses, farm operations or nonprofit organizations will be displaced by the proposed project.

Any seeding, mulching or landscaping necessary to protect the environment and enhance the esthetics of the area will be included as a part of the proposed project. Also, any signing or traffic protection devices necessary to protect the public will be included in the project.

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

February 8, 1972

SUBJECT: PHASE II RELOCATION REPORT
Canyon Creek Bridge Unit
Woodburn-Estacada Highway
Clackamas County

To: Mr. Victor Wolfe
Location Engineer

B U I L D I N G

Attention: Mr. Donald E. Keys
Preliminary Rural Design Supervisor

Attached are copies of the Phase II Relocation Report on the subject sections.

John R. Oakes
Assistant R/W Engineer

JRO:ha
Attachments
cc R. E. Simpson /w/ att.
Tom Edwards
F. B. Klaboe
Floyd Query
L. H. Young /w/ att.
H. S. Cox
Robert E. Royer /w/ att.
W. H. Tebeau /w/ att.
Stu Couper /w/ att.

RECEIVED
FEB 9 1972
LOCATION SECTION

SP 52479-734

FORM E-30K—50M—7-68 SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
January 27, 1972

To: Mr. David H. Moehring
Right of Way Engineer
State Highway Building
Salem, OR 97310

SUBJECT: R/W Liaison Cost Estimate
Canyon Creek Bridge Unit
Woodburn-Estacada Highway
Clackamas County
Prefix 103-1460-913

ATTENTION John Oakes
Assistant Right of Way Supervisor

The project covered by this report is the construction of a new bridge across Canyon Creek just east of the cross roads that form the center of Colton, Oregon.

The right of way needs abut the northerly side of the present right of way from Station 13+58 to 27+61. The needed right of way is approximately 20 feet wide for the entire length of the project and contains an estimated 0.64 acre.

The right of way needs will affect only one ownership. This property is owned in fee by Irwin and Marie Stahlnecker, Colton, Oregon. It is being sold on a contract to Pacific Northwest Synod of Lutheran Church, 5519 Phinney Avenue N., Seattle, Washington. The land parcel supplying the right of way needs contains 143+ acres.

Investigation by this office indicated no downstream use of water for domestic purposes. No additional right of way will be needed for relocation of utilities. There are no water wells within the bounds of the right of way needs and none near enough to the project that they should be tested.

There are no public-owned lands such as parks, recreation areas, wildlife or waterfowl refuges located within the bounds of the project.

There are no outdoor advertising signs within the proposed project.

The Colton public water main runs east from the community center along the southerly side of the present right of way and sometimes within the right of way. This line is estimated to be outside the proposed construction.

Land needed for right of way is unimproved and there will be no need for relocation assistance.

The real estate market is quite active in this neighborhood and the land parcels are being divided into homesites that vary from 1/2 to 5 acres. Many of the homesites are being improved with mobile homes.

The total right of way costs are estimated at $720, which includes land $700 and incidentals $20.

Henry M. Brindley
HENRY M. BRINDLEY
District Liaison Agent

Melvin C. Monroe
MELVIN C. MONROE
Right of Way Agent

dms
CC: Mr. D. H. Moehring

RECEIVED
MAR 29 1972

Form FHWA-121 (1)
UNITED STATES GOVERNMENT

Memorandum

FOR FILE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7781

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 27, 1972

In reply refer to: 10-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EHS-S-264(-)
Canyon Creek Bridge Section, Woodburn-Estacada Highway
Waiver of Clearinghouse and Public Hearing Requirements

As requested in Mr. Young's March 13, 1972 letter and as provided under IM 30-5-71 a waiver of certain project procedures is hereby granted. These are the clearinghouse requirement, the 3c planning requirement and the public hearing requirement. Concurrence in a negative environmental statement was by memorandum dated February 15, 1972.

3-28-72

Young

RECEIVED
MAR 2 1 1972
OFFICE OF
SALEM DIVISION ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
FOR FILING
7781

March 13, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Canyon Creek Bridge Section
Project BIS-8-264(-)
Woodburn-Estacada Hwy.
Clackamas County

We hereby request a waiver of the clearinghouse requirement (IM 50-1-70), the 3c requirement (PPM 50-9) and the public hearing requirement (PPM 20-8), under the provisions of the Section "Emergency Highway Safety Program" of IM 30-5-71, be granted for the subject project.

The proposed project consists of widening or replacing the existing narrow (H.C. 20') structure to provide a 32' horizontal clearance plus an 8' sidewalk on the southerly side, also the construction of approximately 900' of roadway to fit the new alignment and provide two 12' lanes with 4' shoulders. The new center line for either widening or replacement of the structure will be approximately 10' northerly of the original center line in order that a minimum of right-of-way will be required from only one ownership. The required right-of-way is approximately 0.33 acre, which does not contain dwellings or other improvements, as shown on the enclosed vicinity and profile map.

The nature and magnitude of the project is such that it will not affect decisions or other public works activities of concern to clearinghouse agencies, nor will it result in significant alteration of land use or traffic flow patterns (see enclosed vicinity map).

The project will not result in any significant alteration of land use or traffic flow patterns as to require changes in 3c planning completed or underway.

The project was determined to have a negative environmental impact and on this basis a "Negative Declaration" was submitted and received concurrence of FHWA on February 15, 1972 in accordance with paragraph 6a of PPM 90-1. In view of the fact that the project was determined to have a negative environmental impact it would have been possible to have requested a waiver of "Environmental Statement Requirements" (PPM 90-1) and have been granted same.

In view of the information set forth hereinabove, we believe it is in order for the public hearing requirement (PPM 20-8) to be waived for the project under the provision of IM 30-5-71.

RNC:bb
Enc.

cc: Tom Edwards
F. B. Klaboe
E. S. Hunter
V. D. Wolfe
W. J. Hart
F. L. Hall
R. N. Chase
B. L. Gifford

RECEIVED

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7781

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

Portland General Electric Company
Colton Telephone Company
Colton Water District

March 7, 1972

Re: Preliminary Right of Way Map
Canyon Creek Bridge Section
Woodburn-Estacada Highway
Clackamas County

Gentlemen:

Enclosed you will find ____ print(s) of the preliminary right of way map, our File No. 10C-48-18, on the above subject project. The present tentative schedule calls for opening of bids on June 29, 1972.

It is the obligation of the State to reimburse the utility for the cost of adjusting, relocating, or removing its facilities which are located on private property. If you have such facilities and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4 dated February 14, 1969.

This estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. R. H. Rumbolz, Region Utility Engineer, P.O. Box 02157, Portland, Oregon 97202. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

RMF:dl
Enclosure
cc: Portland General Electric Company
Attn: Mr. C. J. Irelan

A. E. Johnson
L. W. Rulien
R. H. Rumbolz

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
MAR 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

FORM 103

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Canyon Creek Bridge
Highway: Woodburn-Estacada (FAR 140)
County: Clackamas
Prefix: 103-1460

Res. Engr. _____
Approx. Length _____
Sta. _____ to Sta. _____
Date 1-25-72

Mean Truck A.D.T. 364
Traffic Coefficient 9.1
18 kip s. a. per day 139.9
(1)

Annual Precipitation 46"± (Molalla)
Frost Penetration - - - -
CBR Total Requirement * 21.5"

Typical Soil

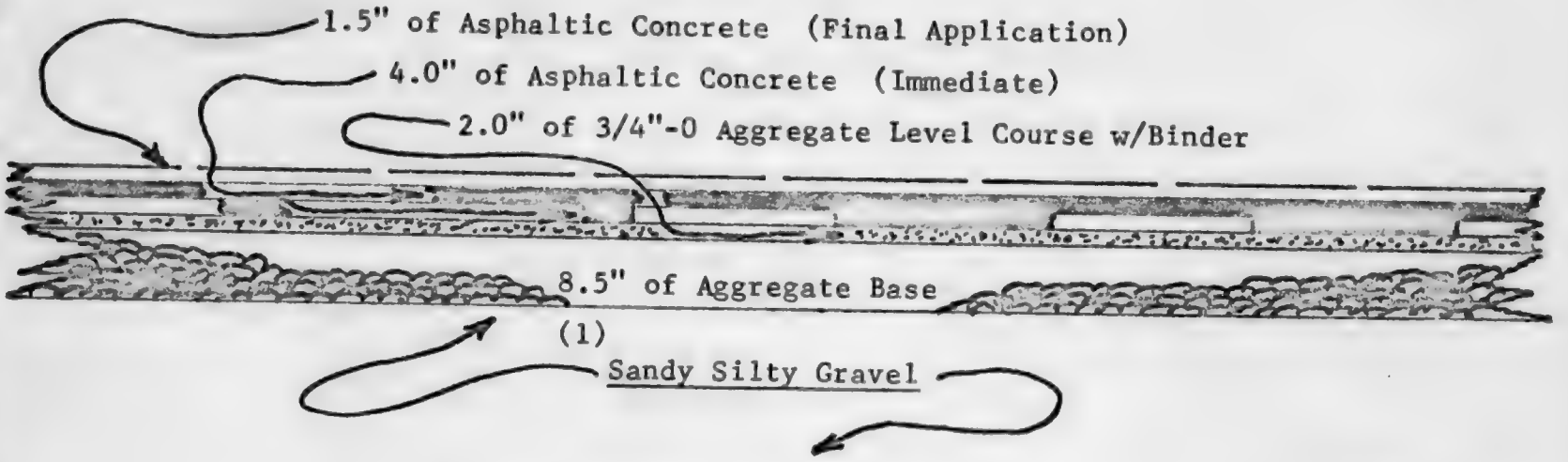
39	LL
10	PI
30	%P 10
17	%P 200
70	% Gravel
6	% C Sand
7	% F Sand
12	% Silt
5	% Clay
49	R Value
A-2-4	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.)
8.0	4.0	A.C. (I.)
2.0	2.0	A.L.
8.5	8.5	A.B.
* 21.5	16.0	

STRUCTURAL SECTION
NEW WORK


1.5" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
2.0" of 3/4"-0 Aggregate Level Course w/Binder
8.5" of Aggregate Base
(1)
Sandy Silty Gravel

* Minimum for Traffic Classification.

NOTED
E. S. HUNTER

-over-

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

RECEIVED
FEB 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Submitted by E. J. Gregg
Base Design Engineer

Recommended by _____
Engineer of Materials and Research

Recommended by Victor D. Wolfe
Location Engineer

Approved by _____
Asst. State Highway Engineer

STRUCTURAL SECTION

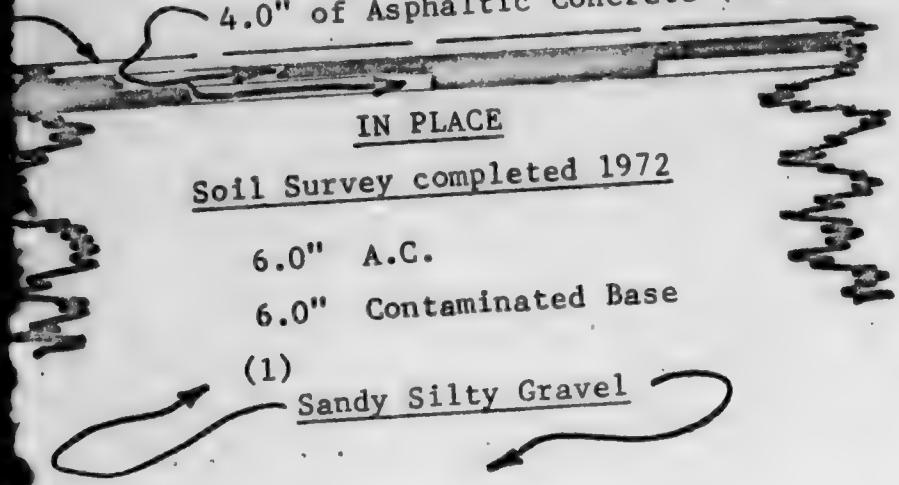
** EXISTING ROADWAY (Where Utilized)

CBE Total Requirement = * 21.5"

Credit	Actual Thick.	Component
3.0	1.5	A.C. (F.A.)
8.0	4.0	A.C. (I.)
	IN PLACE	
9.0	6.0	A.C.
1.5	6.0	Base
21.5	17.5	

1.5" of Asphaltic Concrete (Final Application)

4.0" of Asphaltic Concrete (Immediate)



IN PLACE

Soil Survey completed 1972

6.0" A.C.

6.0" Contaminated Base

(1) Sandy Silty Gravel

** Width of sections and areas to be salvaged are at the discretion of the Resident Engineer.

STRUCTURAL SECTION

Credit	Actual Thick.	Component

SECTION: Canyon Creek Bridge

HIGHWAY: Woodburn-Estacada (FAR 140)

COUNTY: Clackamas

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*3/4"-0 Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
7.0 - 8.0	3.5"	2.0"	8.5"	17.5"	14.0"
6.0 - 7.0	3.0"	2.0"	7.0"	15.0"	12.0"
4.8 - 6.0	2.0"	2.0"	6.5"	12.5"	10.5"
Cars Only	2.0"	2.0"	5.0"	11.0"	9.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

NEW WORK

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

Credits for Existing Roadway Materials

1.0"	A.C.	=	1.5"	Aggregate Base
1.0"	Base	=	0.25"	Aggregate Base

TRAFFIC ANALYSIS

SECTION: Canyon Creek Bridge

HIGHWAY: Woodburn-Estacada (FAR 140)

COUNTY: Clackamas

1900 Present ADT (1971)

13 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	50	1.9	95	73	450	32,850
3	100	1.9	190	145	1000	145,000
4	5	1.9	10	8	1250	10,000
5	95	1.9	181	138	3180	438,840
6	0	---	---	---	2570	- - - -
				364	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 626,690

TWENTY YEAR EWL 12,533,800

TRAFFIC COEFFICIENT 9.1

SECTION: Canyon Creek Bridge

HIGHWAY: Woodburn-Estacada (FAR 140)

COUNTY: Clackamas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this project as portions of the present roadway will be utilized with the addition of an overlay. Asphaltic Concrete is more desirable for this type construction.

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FEB 23 1972
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OREGON STATE HIGHWAY DIVISION

7741

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 20, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Canyon Creek Bridge Section
Woodburn-Estacada Highway
Clackamas County

This negative declaration is to accompany our request for location-design approval of Federal-aid Project S-264(-).

LOCATION AND DESCRIPTION OF PROJECT

Canyon Creek Bridge is located approximately 0.5 miles east of Colton on the Woodburn-Estacada Highway (Oregon State Highway 161). The proposed project is to widen the existing bridge and to construct approximately 1,000 feet of new highway to conform to a relocated center line which will be 10 feet northerly of the existing center line at the bridge site.

This highway serves as the major farm-to-market and local traffic arterial for north-south travel through this portion of Clackamas County. In addition, recreation traffic utilizes this route for access to the Clackamas River Valley. The average daily traffic for this section is 1,200 vehicles, including large numbers of heavy trucks.

PURPOSE OF PROJECT

The purpose of this project is to widen the existing structure to eliminate the potential traffic hazard of the substandard horizontal clearance as it now exists. The present structure has a 20-foot horizontal clearance between the sidewalks, and presents a restriction to traffic.

DISCUSSION OF ENVIRONMENTAL IMPACTS

Existing right-of-way through the area of this proposed project is 60 feet wide. The relocation of center line 10 feet to the north of the existing center line will require approximately 20 feet of additional right-of-way on the northerly side of the highway negating the necessity of purchasing right-of-way on both sides. This area supports a dense growth of scrub oak, alder and vine maple; there is one fir tree of marketable size that would be removed in construction. Right-of-way taking would require approximatley 0.5 acre of land, all from one ownership. No residential housing, buildings, or other improvement would be involved. Grade line would approximate the existing ground, consequently cut and fill slopes would be minor and would not contribute to any significant visual impact or create any adverse environmental impacts through erosion or drainage problems.

Canyon Creek, a tributary of the Molalla River supports a resident trout population, as well as runs of anadromous fish, consequently, water quality and stream obstruction will be covered by standard specifications in force during construction. Construction plans will be coordinated with the Fish and Game Commissions.

Footpaths under the existing structure have been developed by individuals and/or groups to connect nature paths that extend on either side of the highway. Preservation or improvement of these footpaths will be considered in this proposed project for the added safety of pedestrian traffic wishing to cross highway right-of-way.

Stage construction procedures during construction will alleviate traffic interuptions.

BASIS FOR NEGATIVE DECLARATION

The major environmental impact created by this proposed project would be the visual impact of necessary right-of-way clearing. The area would be visible from one residential house and the road users in general. The long-term favorable impact will be a wider, safer bridge and approaches.

It is the conclusion of the Oregon State Highway Division that no major action significantly affecting the quality of the environment is proposed. Your concurrence with this conclusion is respectfully requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By
R. L. Schroeder
Assistant State Highway Engineer

Concur
Division Engineer 2-15-72
Date

cc George M. Baldwin
Tom Edwards
L. H. Young
R. E. Royer
Frank Hall
Victor D. Wolfe
R. N. Chase
L. W. Rulien

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FEB 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 29 1971

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 28, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7781

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects, Clackamas County -
S-226(-), Wrights Bridge, Hwy 160
S-264(-), Canyon Creek Bridge, Hwy 161
S-264(-), Clear Creek Bridge, Hwy 161
Emergency Highway Safety Program

4644
4591

Your request to include the above three structures under the Emergency Highway Safety Program is approved.

This supplements our letter of December 8 in which we raised a question concerning the replacement of these bridges as they relate to the bridge priority system. Mr. Edwards' December 27 letter indicated that these three bridges would be considered priority bridges when the priority listing is completed early in 1972.

NOTED
E. R. WAGOE

1-4-72
REFERRED TO
Mr. Young
BY ASSISTANT STATE HIGHWAY ENGINEER

Please prepare

NOTED
TOM EDWARDS

RECEIVED
JAN 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Pete's Dream

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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DEC 29 1971
7781

December 27, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

4644
4541

Dear Sir:

Re: Emergency Highway Safety Program
S-226 (-), Wrights Br., Hwy. 160
S-264 (-), Canyon Cr. Br., Hwy. 161
S-264 (-), Clear Cr. Br., Hwy. 161
Clackamas County
Your Ref. 08-35-PA

Reference is made to your December 10 letter concerning the possible effect of the Division's Bridge Priority System being developed from the current bridge maintenance inspection and inventory upon programming of the subject three bridge projects.

It is anticipated that we will have a priority list from the bridge inspections and inventories by July 1, 1972. The three subject bridge meet the requirements which would place them as priority bridges for replacing and widening when this list is completed.

Therefore, we request your approval and concurrence of the previous request to include these three bridges within the emergency highway safety program.

Very truly yours,

K. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

bc R. L. Porter
F. B. Klaboe
L. H. Young
E. S. Hunter
B. L. Gifford
R. N. Bothman
RNB:mp

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DEC 1 0 1971

(Form FHWA-121 (12-67))
UNITED STATES GOVERNMENT
FOR FILING

Memorandum

1741

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE:

In reply refer to: 08-35-DA

SUBJECT: Emergency Highway Safety Program
S-226(-), Wrights Br., Hwy 160, MP 12.44
S-264(-), Canyon Cr. Br., Hwy 161, MP 21.54
S-264(-), Clear Cr. Br., Hwy 161, MP 27.33
Clackamas County

1541
1644

Your November 29, 1971 letter requested approval for replacing one narrow bridge and widening two other narrow bridges on the FAS system in Clackamas County under the EHS program.

I agree that these structures would be eligible for EHS financing. Consideration should also be given to the bridge priority system you are developing from the bridge maintenance inspections. Please let us know if this would affect your programming.

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DEC 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Pinkerton
RD

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 29, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Emergency Highway Safety Program
S-226(-), Wrights Br., Hwy. 160, MP 12.44
S-264(-), Canyon Cr. Br., Hwy. 161, MP 21.54
S-264(-), Clear Cr. Br., Hwy. 161, MP 27.33
Clackamas County

Dear Sir:

We hereby request your approval and concurrence that the following proposed projects qualify as "EHS" under the provisions of paragraph (e) of section "Emergency Highway Safety Program" of IM 30-5-71 based on the data set forth for each project.

1. Project S-226(-) Wrights Bridge Replacement.

This project consists of replacing the existing narrow (HC 19'-4")(VC 14'-11") 620-foot, thru steel truss with timber trestle approach spans, structure over the Molalla River on the Cascade Highway (MP 12.44), FAS Route 147, with a comparable structure on an alignment immediately adjacent to the existing structure.

The existing structure due to the restricted 19'-4" horizontal clearance creates a potential accident hazard of a high degree to vehicle operators by presenting two autos approximately a 2' passing clearance and a 2' shy distance from protrusion of the structure and even less maneuver room for an auto and truck or two trucks to pass. This section has an ADT of 4,500 of which a substantial number are trucks, especially logging trucks.

NOTED
F. B. KLABOE

This structure incurs approximately one reported accident a year. However, an inspection of the structure shows numerous scuffs and scrapes which indicate unreported accidents are occurring.

Due to the nature of the structure the only alternate treatment other than replacement would be the establishment, by traffic signals, of one-way traffic. This would,

due to the length of the structure, create intolerable delays of traffic and therefore such a remedy is not acceptable.

2. Project S-264(-) Canyon Creek Bridge Widening.

This project consists of widening the existing narrow (HC 20') 76-foot reinforced concrete deck girder bridge over Canyon Creek on the Woodburn-Estacada Highway (MP 21.54), FAS Route 140.

The approach roadway has a 20' bituminous surface with 5' gravel shoulders, which fact presents the driver of an auto or truck with a suddenly restricted area in which to pass another oncoming auto or truck. This restriction creates a potential accident hazard for vehicle operators as the tendency is to shy away from the structure railing and crowd the centerline which could be disastrous when passing an oncoming truck. The ADT for this section is 1,900 of which a considerable number are trucks.

There is no alternate treatment, worthy of consideration, to alleviate or eliminate the potential accident hazard except complete replacement by a comparable structure or a large box culvert.

3. Project S-264(-) Clear Creek Bridge Widening.

This project consists of widening the existing narrow (HC 20') 150-foot reinforced concrete deck girder structure over Clear Creek on the Woodburn-Estacada Highway (MP 27.33), FAS Route 140.

The approach roadway has a 20-foot bituminous surface with 5-foot gravel shoulders. This restriction presents the motorists with the same potential accident hazard as described in 2. above. The ADT for this section is 1,200 of which a large number are heavy trucks.

The only other alternate to widening the structure is replacement by a comparable structure.

The 3 bridges carry considerable bicycle and pedestrian traffic which adds greatly to the potential accident hazard and zherefore replacement or widening of the structures would greatly reduce this hazard.

We are enclosing a copy of a memorandum from our Traffic Engineering Division, dated November 15, 1971, which further amplifies the information set forth hereinabove.

This letter is in response to your letter of October 29, 1971, relative to the subject projects. The necessary program actions will be submitted in the near future.

We sincerely hope this data, combined with that in our letter of October 27, 1971, permit your approval and concurrence that the proposed projects qualify as "EHS" under the provisions of IM 30-5-71.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enc.

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
Frank Hall
V. D. Wolfe
R. N. Chase
B. L. Gifford

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 15, 1971

SUBJECT: Safety Projects
Hwy. #160 - M.P. 12.44
Hwy. #161 - M.P. 21.54 & 27.33

To: V. D. Wolfe
Location Engineer
B U I L D I N G

Attention: D. E. Swan

Cost analysis of the subject safety projects indicate marginal benefits based upon recorded accident information.

The Wright's Bridge structure over the Molalla River at M.P. 12.54 on Hwy. #160, incurs approximately one accident per year, which using our capital recovery factor of 0.0726, would justify a capital cost of $40,000. The estimated cost of replacing this structure is $850,000. However, it is apparent from looking at the bridge sides, which are considerably scuffed up, that unrecorded accidents are occurring here.

In addition, a potential hazard exists as this 19-foot-wide structure is the primary bottleneck between two portions of wider roadway. With the existing 19-foot horizontal clearance, it is extremely hazardous for trucks to pass, and as this is an area subject to considerable usage by the logging industry, heavy trucks must continually meet on the structure.

The only alternate treatment for this structure would be the installation of traffic signals establishing a one-way traffic pattern on the bridge. This is technically feasible. However, the length of the bridge is such that such a traffic pattern on a permanent basis, because of the necessary 20-second clearance periods, would cause intolerable delays. One-way traffic operation, although it would cause delay, would be acceptable during construction.

On Hwy. #161, at M.P. 21.54, the Canyon Creek structure crosses Canyon Creek and has a 20-foot horizontal clearance. The roadway surface width on either side of this structure is approximately 30 feet. The accident record is approximately that of the statewide average rural accident rate for secondary highways. Because of the potential hazard presented by truck usage of this structure, widening is recommended at an estimated cost of #100,000.

The Clear Creek structure at M.P. 27.33, on Hwy. #161, has 20 feet of horizontal clearance and has no provision for pedestrians or bicycles. The accident rate prevailing since 1966 is also similar to that of the statewide average accident rate for secondary, rural highways. The roadway width on either side of this structure is approximately 30 feet. The estimated cost to widen this structure is $175,000.

It is recommended that the Wright's Bridge structure be replaced and that the Canyon Creek and Clear Creek structures be widened to eliminate the potential hazard caused by rapid reduction in roadway width and to provide for pedestrian and/or bicycle movement.

L. E. George
Operations Engineer

VPJ:pb

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NOV 16 1971
LOCATION
SECTION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

Number cys rec'd 1
Need ___ cys of
___ encls

OCT 26 1971

INSTRUCTIONAL MEMORANDUM 30-5-71(1)
EN-21

SUBJECT: EMERGENCY HIGHWAY SAFETY AND UNEMPLOYMENT PROGRAM AND RELEASE OF 2ND QUARTER FY 1972 OBLIGATION AUTHORITY

HIGHWAY SAFETY IMPROVEMENT PROJECTS

Paragraph (a), page 2 of IM 30-5-71 provides that highway safety improvement projects, which result from a program set forth in PPM 21-16, be included in the emergency highway safety (EHS) program. It is the intent that the review and organizational location of authority for determining eligibility will be the same for including these projects in the EHS program as for the continuing safety program.

For all ABC funded highway safety improvement projects and Interstate funded minor type safety work, the authority for determining eligibility is with the Division Engineer.

For Interstate funded highway safety improvement projects involving major work, the authority for determining eligibility is with the Regional Administrator and may be redelegated under certain conditions as set forth in IM 21-10-71, "Highway Safety Improvement Projects on the Interstate System", dated October 22, 1971.

SAFETY RELATED PROJECTS

The intent of paragraph (e), page 2 of IM 30-5-71 is to also include in the EHS program some safety related work that does not satisfy the eligibility requirements for safety projects under PPM 21-16.

It is expected that this safety related work will include major reconstruction such as widening of narrow bridges and shoulders on the lower order highway systems which is justified on an overall need basis but cannot be supported on the basis of safety alone. When such projects are proposed for ABC funding and the Division Engineer considers the proposed work has significant safety benefits, he may approve it for the EHS program without referral to the Region or Office of Engineering.

- more -

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OCT 29 1971
OFFICE OF ENGINEERING

It is also expected there may be included in the EHS program a limited amount of major reconstruction work such as interchange ramp modification which can be expected to yield a high safety return but cannot qualify for safety as set forth in PPM 21-16. Such work proposed for ABC funding may be approved for the EHS program by the Division Engineer at his discretion. When FAI funding is proposed for this safety related major reconstruction work, the State's proposal should be referred to the Office of Engineering for review prior to authorization.

F. C. Turner
Federal Highway Administrator

WASHINGTON, D.C. 20591

October 22, 1971

INSTRUCTIONAL MEMORANDUM 21-10-71
EN-21

SUBJECT: Highway Safety Improvement Projects on the Interstate System

The policy on safety improvement projects is recorded in PPM 21-16 dated March 7, 1969, and was further explained by the May 23, 1969, Circular Memorandum "Highway Safety Improvement Projects on the Interstate System." This memorandum supplements the general policy on such projects, based on experience to date and removes the requirement that major Interstate safety projects be referred to the Washington office prior to approval.

Within the requirements of the several control memorandums mentioned below, it is expected that every State will have a program for improvement of safety on the Interstate System and that the major impetus in such a program shall be roadside safety improvements. Such policy was originally set forth in PPM 21-16 dated January 1966, and was further amplified in IM 21-6-66 and IM 21-11-67 and is implicit in PPM 21-16 dated March 7, 1969. The experience we have gained over the past five years has confirmed our original finding that correction involving low construction costs will result in a high safety return in an overall safety program. Roadside safety corrections should receive high priority and should be expedited to rapid completion.

Minor safety improvements are generally considered to be roadside corrections to those items which were identified as hazardous in the February 1967 Report of the Special AASHO Traffic Safety Committee (The Yellow Book). They usually involve repeated roadside elements rather than specific spot locations. Most often the elements are fixed objects. The work is generally directed toward reducing the severity of accidents rather than just reducing the number. For your general information there is attached a tabulation showing types of Interstate highway minor safety improvements noted with some frequency in our reviews. Minor safety improvement projects may be approved by the division engineer without prior review by the Regional office or the Washington office.

Realizing that there is a high net safety benefit for certain adjustments to the constructed facilities on some projects, a limited amount of major corrective work may be accepted on a high priority basis. Work such as

- more -

bridge widening, extensive regrading, redesign of existing basic geometrics, adding through lanes, rebuilding interchanges, and similar modifications, is considered major corrective work and should be supported by data satisfying all of the requirements of PPM 21-16.

Major safety improvement projects may be approved without prior review by the Washington office. However, for each major improvement project, a copy of the field action on the preliminary proposal and adequate information to generally portray the scope and basis for the work should be furnished as information to the Office of Engineering. Preliminary proposals along with the division engineer's comments and recommendations for major safety improvements shall be referred to the Regional Federal Highway Administrator for determination of eligibility prior to approval by the division engineer. The determination of eligibility of major improvements may be made by the division engineer in those States where the Regional Federal Highway Administrators have made a finding that the States concerned are in conformity with PPM 21-16.

Documentation for support of major corrective work normally should include information on the five following items which should demonstrate benefits or need:

1. The work should be identified as needing improvement based on an accident analysis. This should include a compilation of accident experience, normally for one year or more, that is directly related to the proposed adjustments. More than mere quotation of numbers of accidents or a showing of accident locations on a layout sketch should be furnished. The accident analysis information should include a narrative discussion of accident patterns and likely causal factors related to the site conditions. For some projects, documented observations of the operational characteristics at that location will help to identify causal factors.

2. A statistical analysis should be made to determine if the subject location or site of the proposed improvement has a significantly higher accident rate than other locations with elements suitable for comparison.

3. There should be evaluation of likely alternate safety improvements with estimated costs from which determination is made of propriety of the proposed improvement.

- more -

4. A cost effectiveness analysis should be prepared showing expected reduction in accidents or accident costs after the improvement in relation to the cost of the improvement.

5. It should be demonstrated in the project records that the proposed improvement is selected from the State's highest priority grouping developed in accordance with the requirements of paragraph 4b(4) of PPM 21-16.

It is realized that there are varying degrees of accident data and capability for presently supporting, as outlined above, what few major projects a State may propose on the Interstate System. There should be support to show that the location in question has had an inordinate amount of severe accidents and that the proposed correction can be reasonably expected to produce a measurable reduction in the number and/or severity of those accidents.

Where the Regional Administrator has found the State has a continuing safety improvement program in accordance with PPM 21-16, the detailed data discussed above need not be supplied to FHWA so long as a statement is submitted with the proposal which indicates the project is in the topmost grouping of the Statewide priority listing.

It is recognized that there will be additional expansion or upgrading work which is not warranted as a major safety improvement but nevertheless has considerable merit from the standpoint of increasing capacity and elimination or alleviation of congestion and bottlenecks on completed sections of the Interstate System. These work items are not eligible for FAI fund financing, but they may be considered for Federal-aid primary, rural primary or urban fund financing in accordance with IM 21-8-71.

M. F. Maloney
Acting Associate Administrator for
Engineering and Traffic Operations

Attachment

Frequent Minor Types of Interstate Highway Safety Improvement Work

(Numbered for reference purposes only)

1. Eliminate unnecessary signs.
2. Place signs on otherwise required structures such as bridges, lighting poles and other sign supports.
3. Relocate signs laterally 30 feet or more from the pavement edge.
4. Relocate signs longitudinally where they cannot be hit such as behind otherwise required guardrail.
5. Convert supports to breakaway design.
6. Convert existing overhead supports to ground mount breakaway design when feasible.
7. Provide protective guardrail around overhead sign supports.
8. Relocate lighting supports from highly vulnerable locations such as gores.
9. Convert lighting supports to breakaway design.
10. Eliminate median U-turn openings.
11. Eliminate small rock outcrops and boulders in an otherwise clear area along the roadside.
12. Round ditches.
13. Flatten ditch dikes and median U-turn openings.
14. Flatten and regrade slopes in gores, and around adjusted drainage structures.
15. Regrade slopes in median or on side to permit the elimination of short sections of guardrail.
16. Remove gore curb.
17. Relocate minor drainage headwalls to the edge of clear roadside area.
18. Convert catch basins and headwalls to a design that allows vehicles to safely pass over.
19. Provide guardrail along large drainage structures.
20. Eliminate unwarranted guardrail.
21. Add additional guardrail or median barrier posts and blockouts or otherwise upgrade the existing rail to one of acceptable modern standard.
22. Replace a guardrail that deflects a lateral distance greater than the space available.
23. Anchor guardrail terminals and adjust them to reduce chance of impalement.
24. Strengthen guardrail in advance of and rigidly attach it to bridge parapets and walls.
25. Upgrade hazardously substandard bridge rail.
26. Install guardrail and median barrier along bridge piers, at overhead sign supports or in narrow medians.
27. Place energy absorption barriers in gores where large fixed objects cannot be relocated.
28. Skid resistant overlays where SN is less than 35.
29. Other less frequent types: add glare screen; add rail screens on pedestrian bridge; signing and interchange lighting, pavement grooving; revised striping at ramp terminals; minor work to lengthen speed change lanes; signing and other minor work to correct lane drops.

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NOV 4 1971

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

7781

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 29, 1971

In reply refer to: 08-35.1/710.1

4541

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Emergency Highway Safety and Unemployment Program
(IM 30-5-71, 10-5-71 and IM 30-5-71[1])

Mr. Klaboe's letter of October 27 requested approval for the widening of Canyon Creek Bridge, Clear Creek Bridge, and Wrights Bridge through the use of EHS funds.

Enclosed is a new IM 30-5-71(1) which outlines the information needed for approval of this type of project. Please submit the supporting information, along with a program and your usual supporting information in regard to hearings and environmental statements, when applicable in accordance with IM 30-5-71.

Enclosure
IM 30-5-71(1)

Simpson:nig

REFERRED TO

_____
[illegible] State Hwy. Engr.

FBK

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FOR FILING

7141

October 27, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97310

Dear Mr. Simpson:

We propose to initiate three safety projects to correct narrow bridge hazards. Two of the structures are on the Woodburn-Estacada Highway (FAS 140) and involve widening of existing structures. These are the Canyon Creek and Clear Creek Bridges which are nine miles and fifteen miles, respectively, northeast of Molalla. The third bridge is the Molalla River (Wrights) Bridge which is one and one-half miles south of Mulino on the Cascade Highway (FAS 147).

The Canyon Creek Bridge is a 76-foot reinforced concrete deck girder bridge with 20 feet of horizontal clearance. The ADT is 900. The estimated cost to widen this structure is $100,000. The Clear Creek Bridge is a 150-foot reinforced concrete deck girder structure with 20 feet of horizontal clearance. The ADT is 1,200. The estimated cost of widening this bridge is $175,000. The Wrights Bridge is a 620-foot structure with timber trestle approach spans and two 120-foot through steel truss spans and has a horizontal clearance of 19 feet, 4 inches and a vertical clearance of 14 feet, 11 inches. The ADT is 4,500. The estimated cost of replacing this bridge is $850,000.

The narrow structures present an extreme hazard to opposing traffic meeting while crossing the bridge. All three structures are on sections of roadway having combined travel way and shoulders which are wider than the bridge decks, thus increasing the hazard potential.

A minor amount of grading work is anticipated on the proposed widening of the Clear Creek and Canyon Creek Bridges. The

horizontal alignment may require some modification to improve the approaches. The Wrights Bridge replacement may also require some realignment of the roadway.

We ask your concurrence in these safety projects and approval in financing with Federal funds. Your early response is requested since we would like to schedule this work at the earliest possible time.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
L. H. Young
F. L. Hall
Ivan D. Merchant
Victor D. Wolfe

DES:af mc srb

7782 Columbia River (Astoria) Bridge on Ore. Coast Hwy. at Astoria. (Maintenance Painting) 1972

7782

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: January 21, 1981

CON 6-4-3
7949

FROM: Jack L. Davis
Foundation Engineer

SUBJECT: The Life and Times and Current Status of Maintenance Painting on the Columbia River (Astoria) Bridge
Oregon Coast Highway
Clatsop County
Bridge 7949

NOTED
E. S. HUNTER

Coat
maint -1-2
6268
7339
9470
9150

On Tuesday, January 13, 1981, an overall inspection of the subject bridge was made to review the general condition of paint on the numerous structural steel spans. The purpose of the inspection was to determine which portions of the structure could feasibly be painted by the newly formed State Bridge Maintenance Painting Crew and which portions should be painted by contract.

Present on this spection were Walt Hart, John Wood, Ted Litchfield, Ted Thompson, Fred Lucht, Bill Bangert, Harold Seaton and me.

Subsequent to this inspection, I reviewed all prior new and maintenance painting contracts to ascertain the age and various types of coatings now existing on the steel spans. This information is combined with the findings of the inspection and is contained in the following summary.

Contract specifications and paint formulations, except for proprietory products, for maintenance painting performed under the following listed contracts are on file in the Bridge Design Office. If required for some purpose, the Brand names, composition and other information on proprietory paints may be shown on paint inspection reports or laboratory reports on file for the various contracts at the Materials Testing Laboratory. Proprietory products are shown as (P) in the following summary.

JD:jrb

cc: John Wood
Ted Litchfield
Fred Lucht

~~bc: Jack Davis~~

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JAN 23'81
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FOR
Info | Invest | R/D | D.R | Insp | Dist | File

Contains Recycled Materials

ORIGINAL PAINT SYSTEM

Contract: 6268 Astoria Bridge Superstructure (5-10-63)
Completed: 1965-66
All steel deck girder, deck truss, and through truss spans and steel towers on Piers 169 and 17 (except Span 4, constructed by the State of Washington)

By requirements of the contract, all steel members were blast cleaned and painted, except for the final finish coat, in a covered and enclosed paint shop prior to erection. All spans except Spans 10 and 15 were painted with a quick-dry red lead primer with alkyd enamel finish coats, with Spans 10 and 15 painted with a basic lead silico chromate system.

Spot coating of damaged areas and field connections and application of the final finish coat was performed after erection during the years of 1965-1966.

Cleaning - By specification, steel surfaces were blast cleaned prior to painting by the old "area-per-time" method using standardized materials and equipment. This method usually removed rust and loose mill scale, but did not necessarily remove tightly bonded, thick or hard mill scale. It has become evident on subsequent maintenance painting projects that considerable mill scale remained on the surface of the steel after cleaning. This mill scale still remains, except where removed by later maintenance painting, and generally appears to be hard and tight except for scattered rusted areas.

Painting - All spans except Spans 10 and 15

Coat	Formula
Prime	12-51 Quick Dry Red Lead
3 base coats	12-51 alternate coats tinted
2 stripe coats	12-51
Crack filler	A-3-57 Red Lead Paste
First finish coat	317-51 Green Alkyd Finish (tinted)
Spot coat (field)	All previous coats
Second finish coat	317-51 Green Alkyd Finish

Spec. min. paint film thickness: 2 mils wet each coat

Painting - Spans 10 and 15

Coat	Formula
Prime	No. 1 Basic Lead Silico Chromate
3 base coats	No. 1, 2 & 3 (Formulas 1, 2 & 3 similar except
2 stripe coats	No. 1 for slight variations in pigment)
Crack filler	A-3-57 Red Lead Paste
First finish	No. 4 Basic Lead Silico Chromate
Spot (field)	All previous coats
Second finish (field)	No. 5 Basic Lead Silico Chromate

Comments - In areas not yet repainted and except for occasional scattered areas of rust, the original shop applied paint appears to be in good to very good condition considering 16± years of exposure. However, the field applied final finish coat appears to be loose and peeling in most areas of the bridge, indicating salt and/or dirt contamination between the first (shop) finish coat and the second (field) finish coat.

Numerous areas of metallic gray-colored paint appears on various members under the final green finish coat throughout the structure. Preliminary indications are that this was an organic zinc-rich primer, identified only as "Chem-Bar", used as a primer for spot patching and field connections prior to application of the final finish coat of green alkyd.

At present, significant rust breakthrough in the original paint system is most apparent in the floor beams, deck stringers and adjacent connections and bracing under the deck in spans not yet repainted, as hereinafter discussed.

EXISTING PAINT SYSTEMS

Span 4 - Deck Girder Span

Contract: 7782 (6-29-72)
Completed: July 1974
Paint Type: Inorganic zinc silicate primer
Vinyl finish

Cleaning - Blast cleaned to white metal conforming to pictorial standard Sa 3 of ASTM D2200.

Painting -

Coat	Formula	Spec. Min. D.F.T.
Base	(P) Inorganic zinc silicate	3 mils
Stripe	(P) Organic zinc	3 mils
Wash primer	(P) Vinyl wash primer	0.5 to 0.9 miles
1st Finish	(P) Vinyl finish	3 mils
2nd Finish	(P) Vinyl finish	3 mils

Comments - Generally in good condition, Occasional rust breakthrough on edges, around bolts and in connections.

Recommend spot painting by state crew.

Spans 5 through 11 - Through truss spans

Above Deck

Contract: 6268 (5-10-63)
Completed: 1965-1966
Paint Type: Original red lead-alkyd
Cleaning and Painting - see Original Paint System

Comments - The final finish coat is loose and peeling in numerous areas and surfaces. However, this seems to have no detrimental effect on the underlying shop applied prime, base and finish coats, all of which seem to be in overall good condition.

Scattered areas of rust breakthrough are apparent on edges, rivet heads and connections, and occasionally on flat surfaces. Some spots of organic zinc primer are exposed by the peeling top coat of paint.

Recommendation - spot painting by state crew.

Below Deck

Contract: 7782 (6-29-72)
Completed: July 1974 (in conjunction with Span 4)
Paint Type: Inorganic zinc silicate primer
Vinyl finish

Areas Painted: Floor beams, stringers, bottom lateral system, bottom truss chord, gusset plates attached to preceeding members, exposed portions of expansion devices.

Cleaning - Blast cleaned to white metal conforming to pictorial standard Sa 3 of ASTM D 2200.

Painting -

Coat	Formula	Spec. Min. D.F.T.
Base	(P) Inorganic Zinc Silicate	3 mils
Stripe	(P) Organic zinc	3 mils
Wash primer	(P) Vinyl wash primer	0.5 to 0.9 mils
1st Finish	(P) Vinyl finish	3 mils
2nd Finish	(P) Vinyl finish	3 mils

Comments - Generally in good condition. Occasional rust breakthrough on edges, around bolts and rivets and in connections.

Recommendation - spot painting by state painting crew.

Spans 12 through 19 - Deck Girder Spans

Contract: 8470 (2-1-77)
Completed: March 1980
Paint Type: All vinyl

Cleaning - Span 12 blast cleaned to white metal conforming to pictorial standard Sa 3 of ASTM D 2200. All other spans blast cleaned to near white metal conforming to pictorial standard Sa 2-1/2 of ASTM D 2200.

Note: The ends of all girders for a distance of approximately 15 feet from the piers had previously been blast cleaned to white metal and primed with inorganic zinc primer under Contract 7339 completed 9-23-70. Most of this primer was removed in blast cleaning under Contract 8470, but some may remain.

Painting - Formulas are from State of California.

Coat	Formula	Spec. Min. D.F.T.
Vinyl Wash Primer	701-80-52	0.5 mil max.
Vinyl Base	741-80-40 741-80-41	4 alt. coats approx. 1 mil each. Total min. 4 mils.
Vinyl Finish	741-80-75	2 coats approx. 1 mil each. Total min. 2 mils.

Note: On Spans 13 through 19, (P) Mobil Co. Val-Chem Primer 80-R-8 (vinyl-iron oxide) was substituted for specified vinyl wash primer and first coat of vinyl base, applied 1.5 mils min. D.F.T.

Comments -

At this inspection, most surfaces appear to be in very good condition, but rust is present in scattered locations on sharp corners, some unsealed bolted connections, bolts, and on some flat surfaces - generally the bottoms of the bottom flange - in small patches.

Recommendation - spot painting and sealing as required by state painting crew.

Spans 160 through 163 - Deck Girder Spans

Contract: 9150 (6-1-80)
Completed: December 1980
Paint Type: Hi-build vinyl

Cleaning - All steel blast cleaned to near white metal conforming to pictorial standard Sa 2-1/2 of ASTM D 2200.

Note: The ends of all girders for a distance of approximately 15 feet from the piers had previously been blast cleaned to white metal and primed with inorganic zinc primer under Contract 7339 completed 9-23-70. Most of this primer was removed by blast cleaning under Contract 9150, but some may remain.

Painting -

Coat	Formula	Spec. Min. D.F.T.
Prime	(P) Iron Oxide Vinyl	2 mils
1st Finish	(P) High Build Vinyl	Approx. 3 mils
2nd Finish	(P) High Build Vinyl	Approx. 3 mils
		8 mils Total

Joint Sealer Indust. grade silicone sealer

Comments - This painting completed shortly before this inspection. All surfaces, joints and connections appear to be excellent, except rust is showing in scattered locations on sharp edges of shear-cut members.

Recommendation - deferred to one-year inspection.

Spans 164 through 168 and Span 171 - Deck Truss Spans

Contract: 7339 (2-24-70)
Completed: 9-23-70
Paint Type: Acrylic and vinyl over original red lead-alkyd

Cleaning - All surfaces steam cleaned. Rusted areas spot blast cleaned to white metal.

Note: Specifications required sweep blast cleaning as necessary to remove "foreign matter", but apparently was not employed or did not remove the loose final alkyd finish coat of the original paint system, as discussed under Painting.

Painting - (as originally specified)

Coat	Formula	Spec. Min. D.F.T.
Prime (bare metal)	(P) Inorganic zinc silicate	3 mils
Undercoat (all surf.)	MIL-P-15328 vinyl wash	0.5 mil
Stripe	(P) High build vinyl	-
Finish	(P) High build vinyl	1.5 mils

Problems! By agreement between State and Contractor, the Undercoat (vinyl wash primer) was deleted prior to commencement of work. Later, application of vinyl finish coat directly to surface of existing alkyd paint resulted in blistering and lifting of loose final finish coat of original alkyd paint and underlying areas of organic zinc primer (see original paint). By Extra Work Order, all loose and blistered areas were cleaned and scraped, and an "acrylic enamel" applied over all surfaces prior to the final finish coat of vinyl.

Comments - Inspection reveals moderate to heavy rusting of steel members in the floor beams, stringers, upper truss chords and lateral bracing under the deck and their connecitons.

Posts and diagonal members of the truss below the upper gusset plates and all lower truss members appear to be generally in good condition, with scattered rust break through on rivet heads, edges, connections and spot rust on flat surfaces. However, the outer layer of paint is loose and peeling in numerous locations. This outer layer is either the acrylic enamel-vinyl top coat applied in 1970 or may also include the original alkyd finish coat not removed in this work.

Recommendation - These spans should be painted by contract. The floor system and upper truss will probably require complete blast cleaning to at least "Commercial" (depends on coating system to be used) while lower truss members will require only spot blast cleaning - and removal of all the loose top coats of paint by a suitable method to be determined, possibly by sweep blast cleaning.

This work should include the rocker bent on Pier 164 supporting steel girders of Span 163, not included in Contract 9150.

Spans 168 through 170 - Main Through Truss Spans

Contract: 6268 (5-10-63)
Completed: 1965 - 1966
Paint System: Original red lead-alkyd

Cleaning and Painting - see Original Paint System

Comments

Above Deck - The paint on most upper truss members and lateral bracing appears to be in generally very good condition considering its age. Again, numerous areas of loose and peeling final finish coat of alkyd paint are present throughout the three spans but does not have a serious effect on the quality of the underlying coats. Scattered rust breakthrough appears on rivet heads, gusset plates, various connections, and spot rust on edges and some flat surfaces. More pronounced general rusting appears on a very limited number of vertical members and other scattered locations.

Heavy deposits left by irresponsible seagulls cover most of the upper surfaces of upper truss members. Although these deposits do not seem to have seriously effected the paint, their removal will be required, with some difficulty, before recoating can be considered.

Recommendation: Spot blast cleaning and spot painting of rusted areas only by state painting crew. Sweep blast cleaning remaining surfaces (or other satisfactory removal of loose paint, salt, dirt and other "deposits") and topcoating would be desirable at this time to greatly prolong the life of the existing original paint, but is not mandatory in the immediate future.

Below Deck - Moderate to heavy rust breakthrough on most steel members of the deck system and lower chords, but appears to vary in degree of rusting and location.

The steel below deck will probably require complete blast cleaning to at least "Commercial", but a closer and full inspection of these members may reveal that a substantial amount of the existing paint could be saved by a combination of full, spot and sweep blast cleaning methods.

Recommendation - cleaning and repainting by contract.

Steel Towers, Piers 169 and 170

Contract: 6268 (5-10-63)
Completed: 1964-1965
Paint System: Original red lead-alkyd

Cleaning and Painting - see Original Paint System

Comments - Recent blast cleaning and painting of the base of the tower legs in the areas of the tension hold-down rods by the state maintenance crew has restored these locations to very good condition. The remainder of the towers appears to be in generally good condition, with scattered small spots or areas of rust, and the previously described loose top-coat of original paint, although peeling does not appear to be as extensive as on truss members.

Recommendation - spot cleaning and painting of rusted areas only by state painting crew.

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
FEB 17 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

February 16, 1978

Mr. Richard A. Franzke
Davies, Biggs, Strayer, Stoel and Boley
Law Offices, Twenty-third Floor
900 S.W. Fifth Avenue
Portland, OR 97204

Dear Mr. Franzke:

The information requested in your letter of February 14 is as follows:

Contract No. and Name	Contractor
8124, Thomas Creek Bridge	Lundeen Coatings Corporation 3057 Roswell Street Los Angeles, CA 90065
7737, Youngs Bay Bridge	B-G Paint Company 1324 65th Avenue N.E. Puyallup, WA 98371
8479, Bullards Bridge	A-1 Sandblasting & Steam Cleaning Company, Inc. 6117 N.E. Portland Highway Portland, OR 97218
7782, Astoria Bridge	Lundeen Coatings Associates 3057 Roswell Street Los Angeles, CA 90065
7339, Astoria Bridge	Klaas Bros., Inc. 2012 Hyperion Avenue Los Angeles, CA 90027

A claim was filed with the State under Contract No. 7782. No claims were filed under the other contracts listed.

Very truly yours,

C. T. Keasey
Construction Engineer

By O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: H. S. Coulter

7782

DAVIES, BIGGS, STRAYER, STOEL AND BOLEY
LAW OFFICES
TWENTY-THIRD FLOOR 900 SW FIFTH AVENUE
PORTLAND, OREGON 97204

TELEPHONE (503) 224-3380
CABLE ADDRESS: HARTER

JEFFREY MICHAEL ALDEN
PAUL L. BOLEY
PHILLIP D. CHADSEY
HARRY S. CHANDLER
CLEVELAND C. CORY
THOMAS P. DEERING
RICHARD DEVERS
BARNES H. ELLIS
EDWARD L. EPSTEIN
HOWARD M. FEUERSTEIN
RICHARD A. FRANZKE
GEORGE H. FRASER
RONALD S. GROSSMANN
JOHN R. HAY
DAVID G. HAYHURST
HENRY H. HEWITT
CHARLES F. HINKLE
ROBERT H. HUNTINGTON
VELMA JEREMIAH
WILLIAM M. McALLISTER
CHARLES J. McMURCHIE
DAVID P. MILLER
MILO E. ORMSETH
TERRENCE R. PANCOAST
CAMPBELL RICHARDSON
ROBERT L. RIDGLEY
JAMES P. ROGERS
RICHARD E. ROY
THOMAS B. STOEL
MANLEY B. STRAYER
JERE M. WEBB
CLARENCE R. WICKS
WILLIAM W. WYSE

DAVID L. DAVIES
HUGH L. BIGGS
COUNSEL

ALLAN R. ABRAVANEL
CHARLES F. ADAMS
RICHARD E. ALEXANDER
RICHARD M. BOTTERI
MATTHEW W. CHAPMAN
BERTRAND J. CLOSE
NANCY L. COWGILL
KAREN K. CREASON
C. PAUL DAGLE
E. JOSEPH DEAN
STEPHANIE S. FREEDMAN
GERSHAM GOLDSTEIN
DAVID W. GREEN
THOMAS O. P. GUILBERT
STEPHEN T. JANIK
PETER R. JARVIS
JENNIFER J. JOHNSON
RICHARD C. JOSEPHSON
JOEL D. KUNTZ
GREGORY H. MACPHERSON
GREGORY R. MOWE
THOMAS R. NICOLAI
GUY A. RANDLES
LOIS O. ROSENBAUM
MICHAEL L. ROSENBAUM
JOHN M. SCHWEITZER

February 14, 1978

Mr. H. Scott Coulter
State Highway Engineer
State Highway Division
State Highway Building
Salem, OR 97310

Dear Mr. Coulter:

Re: Contract No. 8470
Astoria Bridge Painting

I would appreciate it if you would furnish us with the names and addresses of each of the contractors involved in the projects listed below:

No. 8124	Thomas Creek Bridge
No. 7737	Youngs Bay Bridge
No. 8479	Bullards Bridge
No. 7782	Astoria Bridge
No. 7339	(1970)

I also need to know whether any of the contractors on the above-listed projects filed any claims with the State.

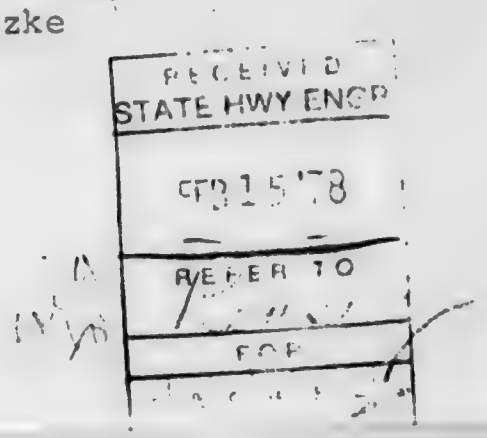
Your help in this matter is greatly appreciated.

Very truly yours,

Richard A. Franzke

Richard A. Franzke

RAF:bjh



7782

January 22, 1975

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On January 15, 1975, we wrote to you concerning release of final payment on Contract No. 7782 awarded to Lundeen Coatings Associates for work on the Columbia River (Astoria) Bridge Section of the Oregon Coast Highway in Clatsop County.

Final payment on this contract is $14,835.48 and the total contract amount is $248,259.62. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Lundeen Coatings Associates
3057 Roswell Street
Los Angeles, CA 90065

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

7782

December 30, 1974

Mr. H. C. Dickinson, President
Lundeen Coatings Corporation
3057 Roswell Street
Los Angeles, California 90065

896-J

Dear Sir:

Columbia River (Astoria) Bridge
Contract No. 7782

We have again reviewed our contract specifications in light of your December 20 letter.

In the absence of State-imposed changes in the character of the work or alterations of plans or details of the construction (none of which are alleged to have occurred on this contract) we have no authority to disregard our contract prices.

We are not aware of any adjustments in firm prices on our State contracts arising from the termination of wage controls. As indicated above, the changed conditions we can legitimately recognize must relate to the work itself. We simply find no basis to renegotiate our contract prices because of labor disputes.

We therefore see no purpose in reviewing details of your costs when there is no basis for contract price adjustment.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey

JAB:fr ja

LUNDEEN Coatings CORPORATION

WE PAINT EVERYWHERE

Koasey Bond Jackmond Harwood Johnsen Walker Scofield Glenn Berg

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DEC 23 1974
CONSTRUCTION SECTION

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STATE HWY ENGR
DEC 23 '74
REFER TO
C. Koasey
FOR
SSE | VID | DIR

December 20, 1974

Mr. A. E. Johnson
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Reference: Columbia River (Astoria) Bridge
Contract No. 7782

Dear Mr. Johnson:

This is in response to your letter of November 14, 1974, and in further substantiation of our claims for extra compensation on the Columbia River (Astoria) Bridge project.

We acknowledge the limitations imposed by Section 108.09 of the Standard Specifications; but that section relates to time delay and not to changed conditions that increase costs regardless of delay. Although the strike conditions of which we complain may have caused time delay, they also created other conditions which changed our contract in ways separate and apart from time delay. Setting aside the matter of time, the strike imposed upon society, the State and us, conditions not provided for in the job specifications. That was not our responsibility and we are entitled to an equitable adjustment for the costs incurred by virtue of those unspecified and unforseeable conditions.

Even had the strike occurred shortly after the job work commenced and ended in 1973, we would have been forced to do the protective work of shutting down and later setting up; there would have been a deterioration of surfaces requiring steam cleaning; there would have been standby time for equipment and overtime; and there would have been new prevailing wages beyond those on which we bid the job or could have foreseen at the time of bidding.

As to the wage changes, the termination of wage controls released a pent-up demand and instead of the normal 5.5% annual increase the Government led us to expect, we were obliged to pay in excess of a 9% increase. We understand that some states have recognized this as a changed condition and have made equitable adjustments for it.

DICTATED
A. E. JOHNSON

3057 ROSWELL STREET · LOS ANGELES, CALIFORNIA 90065 · (213) 255-1546 (213) 256-3195

License No. 203530

A member of the corporate family of DSC

We request an opportunity to sit down with you and to review the details of our unforseeable costs due to such changed conditions (as set forth in our letter of November 7).

May we hear from you soon.

Very truly yours,

LUNDEEN COATINGS CORPORATION

H. C. Dickinson
President

HCD/cd

7782

November 14, 1974

827-5

Mr. H. C. Dickinson, President
Lundeen Coatings Corporation
3057 Roswell Street
Los Angeles, California 90065

Dear Sir:

Columbia River (Astoria) Bridge
Contract No. 7782

We have reviewed your November 7 letter making claim for delay damages because of a labor dispute. You do not cite a specification basis for your claim and we are not aware of any basis whatsoever for an adjustment in these circumstances, nor has there been any prior notice as required by Section 109.05 of the contract specifications.

You were granted a time extension on this project because of the seasonal effects of labor disputes and a delay in award. We refer you to the provisions of the last paragraph of Section 108.09 which clearly states that adjustment of contract time is the contractor's sole remedy for such delay. Your claim is therefore denied.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey

JAB:fr ja

WE PAINT EVERYWHERE

LUNDEEN **Coatings** CORPORATION

RECEIVED
STATE HWY ENGR
NOV 12 '74
REFER TO
FOR
Info | Inves | R/D | DIR | Gen | Ltr

RECEIVED
NOV 12 1974
Office of
Assistant State Highway Engineer

November 7, 1974

Oregon State Highway Commission
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank Klaboe

Subject: Columbia River (Astoria) Bridge
Contract No. 7782

Gentlemen:

We hereby submit our claim in the amount of $24,440.86 for costs incurred beyond our control and not within the scope of our contract on the above subject project.

In 1973 we were subjected to a painters' strike which not only shut down our job, but prevented us from meeting our original completion date. This strike occurred during the prime painting time and delayed our completion date to the extent that instead of our completing the project October 31, 1973, we had to wait until the latter part of April 1974 to return to Astoria to complete our contract. This delay caused us to incur losses in the following amounts:

1.	Additional job set-up and shut down expense	$3,387.16
2.	Steam Cleaning	$4,766.45
3.	Standby Time on Equipment	$9,975.00
4.	Standby Time for Labor	$1,403.47
5.	Overtime	$3,259.99
6.	Wage Increases	$1,648.79

3057 ROSWELL STREET · LOS ANGELES, CALIFORNIA 90065 · (213) 255-1546 (213) 256-3195

A member of the corporate family of DSC

License No. 203530

1. Additional job set-up and shut down expense.

If we had been able to complete the job as originally scheduled we would not have been subjected to these additional costs of returning to Astoria from Los Angeles to rescaffold, set-up and paint, and then to remove scaffolding and equipment and return same to Los Angeles.

Labor Expended		$1,975.10	
Fringes, Insurance & Taxes	30%	592.53	
		$2,567.63	
Subsistence		255.00	
		$2,822.63	
Overhead	20%	564.53	$3,387.16.

2. Steam Cleaning.

We were unable to complete our painting operation on the various bays we were working on at the time of shut-down. It necessitated our steam cleaning the unfinished areas prior to putting on additional coats. Following is the amount spent for this operation:

Labor Expended		$2,709.26	
Fringes, Insurance & Taxes	30%	812.78	
		$3,522.04	
Subsistence		450.00	
		$3,972.04	
Overhead	20%	794.41	$4,766.45.

3. Standby Time on Equipment.

If the job could have been completed as originally called for the equipment would not have been stored at the jobsite until we could complete the painting operation. This standby time is divided into two catagories.

3. Standby Time on Equipment - continued.

A. November 1, 1973 to April 30, 1974
B. May 1, 1974 to June 30, 1974.

A. 6 months - November 1, 1973 to April 30, 1974:

1	1 ton truck	@ $150	$ 900.00	
1	60 CFM Compressor	@ $125	700.00	
4	Airless spray units (including bulldog pumps)	@ $125 = $500	3,000.00	
2	Conventional spray units	@ $ 60 = $120	720.00	
	Sandblast equipment, including pots, hose, nozzles	@ $300	1,800.00	
1	18 ft. power boat	@ $400	2,400.00	
			$9,570.00	
50%	Standby Credit		(4,785.00)	$4,785.00

B. 2 months - May 1, 1974 to June 30, 1974:

1	Steam cleaner	@ $500	$1,000.00	
1	1½ ton truck	@ $300	600.00	
1	1 ton truck	@ $150	300.00	
1	185 Compressor	@ $300	600.00	
1	60 Compressor	@ $125	250.00	
4	Airless spray units	@ $125 = $500	1,000.00	
2	Conventional spray units	@ $ 60 = $120	240.00	
	Sandblast equipment	@ $200	400.00	
1	18 ft. power boat	@ $400	800.00	$5,190.00
				$9,975.00.

4. Standby Time for Labor.

After our return in 1974 we experienced days when rain prevented us from working and we were obligated to pay our Los Angeles personnel wages and subsistence. The losses are as follows:

4. Standby Time for Labor - continued.

Wages		$ 772.74	
Fringes, Insurance & Taxes	30%	231.83	
		$1,004.56	
Subsistence		165.00	
		$1,169.56	
Overhead	20%	233.91	$1,403.47.

5. Overtime.

We were advised there was a distinct possibility of an additional painters' strike commencing July 1, 1974. Because of this threat we directed our men to complete the job as rapidly as possible. Following is the overtime spent after our returning in 1974:

Overtime Premium		$2,447.44	
Insurance & Taxes	11%	269.22	
		$2,716.66	
Overhead	20%	543.33	$3,259.99.

6. Wage Increases.

Effective July 1, 1973, new wage increases went into effect in the Portland area as well as Los Angeles. The increases requested are only for the time we returned in 1974 until completion of the job.

Regular Hours	1,742½	@	$0.40	$ 697.00	
Overtime Hours	805½	@	$0.60	483.30	
				$1,180.30	
Insurance & Taxes			16.41%	193.69	
				$1,373.99	
Overhead			20%	274.80	$1,648.79.

As you are aware, our expenditures far exceeded our contract price. At no time did we allow this to interfere with our performance or cooperation.

If further substantiation is needed we will be pleased to forward same to you. In view of the foregoing, will you please issue a change order in the amount of $24,440.86.

Thank you for your cooperation in this matter.

Very truly yours,

LUNDEEN COATINGS CORPORATION

H. C. Dickinson
President

HCD:jm

7782

August 30, 1974

Lundeen Coatings Corp.
3057 Roswell Street
Los Angeles, CA 90065

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7782 for work on Columbia River (Astoria) Bridge in Clatsop County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 25 1/2 calendar days is granted, which will delete all liquidated damages.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
C. O. Fredrickson

JAB:fr kp

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 27, 1974

FILE:
NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Request for Extension of Time
Columbia River (Astoria) Bridge
Contract No. 7782

Lundeen Coatings Corp., contractor for the subject maintenance bridge painting project, has requested an additional 45 calendar days to complete the contract work without assessment of liquidated damages. The contractor cites the loss of prime painting weather during the summer of 1973 due to a labor dispute as the reason for his inability to complete the project the time allotted.

Bids were opened June 29, 1972 (5 bidders). The contract was awarded July 7, 1972, but the contract was not submitted to the contractor until August 16 due to negotiations involving environmental questions (This involved possible use of a movable enclosure around painting operations). Although day count did not begin until August 28, 1973, the contractor lost the opportunity to work during 40 days of prime weather (July 7 to August 16).

During the summer of 1973, the contractor lost the opportunity to work during 39 days due to a labor dispute (July 20 to August 17) involving painters union. The project was about 70 percent done then. Even though no time was assessed during these two periods, the time substituted during the fall of 1973 and spring of 1974 for these 79 days is not equivalent to the days lost. The painting productivity during July and August could be expected to be significantly higher then that possible during the fall and spring. (This contract had a specified 5 month winter no-count period). The project was completed June 29, 1974 with 285-1/2 calendar days counted for a 25-1/2 day overrun and $2,550 liquidated damages.

I therefore recommend the contractor be granted an extension of 25-1/2 calendar days which will delete all liquidated damages. This is a State project and concurrence of the FHWA is not necessary.

A rough draft letter to the contractor is attached.

JAB:WR:fr

cc: V. L. Gallagher

RECEIVED
AUG 28 1974
Office of
Assistant State Highway Engineer

E-320 (Rev.)—5M—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 17, 19 74

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 260 days to 305 days, within which to complete our Contract No. 7782, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Per attached letter dated June 17, 1974.

Respectfully submitted,

LUNDEEN COATINGS CORPORATION
Contractor

By J. J. Cook
Gene N. Ash, Secretary/Treasurer

CONSENT OF SURETY **Bond No. U-672562**

State of California)
) ss:
County of LOS ANGELES)

On July 19th, 19 74, before me, the undersigned, a Notary Public in and for said County, personally appeared ROBERT F. BOYD known to me to be the person whose name is subscribed to the within instrument as Attorney-in-Fact of UNITED PACIFIC INSURANCE COMPANY, and acknowledged to me that he subscribed the name of UNITED PACIFIC INSURANCE COMPANY, as Surety, and h is own name as Attorney-in-Fact.

OFFICIAL SEAL
BARBARA J. ACOSTA
NOTARY PUBLIC-CALIFORNIA
PRINCIPAL OFFICE IN
LOS ANGELES COUNTY
My Commission Expires May 4, 1976

My Commission expires _____, 19___

Barbara J. Acosta
Notary Public in and for said County

BDU-1818 ED. 3/72 (CALIF.)

E-220 (Rev.)—SM—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 17, , 19 74

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 260 days to 305 days, within which to complete our Contract No. 7782, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Per attached letter dated June 17, 1974.

Respectfully submitted,

LUNDEEN COATINGS CORPORATION
Contractor

By Gene N. Ash, Secretary/Treasurer

CONSENT OF SURETY **Bond No. U-672562**

Date July 19th, 19 74

We, ...

UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

ROBERT F. BOYD Attorney-in-fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7782 Contractor Lundeen Coatings Associates

Highway Oregon Coast

Section Columbia River (Astoria) Bridge

Kind of Work Maintenance Painting

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ **GRANTED**. The reasons for such recommendation are as follows:

The loss of 51 calendar days from July 7, 1972 until August 28,1972 forced the contractor to perform more work during the seasons of inclement weather than anticipated at the time of bidding.

Painters' labor dispute also interupted work during summer of 1973 for 39 days.

Recommended for Approval:

Asst. Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

~~Asst~~ State Highway Engineer

Contract No.	7782
Project designation	State (State-Federal)
Date awarded	July 7,1972
Work started	August 28,1972
Per cent completed	100% June 29,1974 (Date)
No. of Calendar Workdays Allowed	260
No. of Calendar Workdays Used	285.5
No. of Added Workdays Requested	25.5

SP*6296-734

LUNDEEN Coatings CORPORATION

WE PAINT EVERYWHERE

June 17, 1974

Oregon State
Highway Division
P. O. Box 1104
Astoria, Oregon 97103

Attention: Mr. Gareld Inloes
Resident Engineer

Reference: Maintenance Painting
Columbia River (Astoria) Bridge
Contract 7782

Gentlemen:

We request a forty-five day contract extension. Though we appreciate the fact that no calendar work days were charged through the strike period, July 20, 1973, through August 27, 1973, we did loose a considerable amount of favorable work weather during that period.

Since then we have had very few favorable work days, contrary to forecast. We feel that if it had not been for the strike we could have completed the project within the allotted time.

Very truly yours,

LUNDEEN COATINGS CORPORATION

Earl S. Dietrich
Earl S. Dietrich

ESD/lt

RECEIVED
JUN 20 1974
GARELD INLOES
RESIDENT ENGINEER

3057 ROSWELL STREET · LOS ANGELES, CALIFORNIA 90065 · (213) 255-1546 (213) 256-3195
License No. 203530
A member of the corporate family of DSC

7782

FORM E-4 (REV 10-67)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Columbia River (Astoria) Bridge	WEEK ENDING: July 26, 1974
		SECTION PREFIX: 4 - 4221 f
	HIGHWAY: Oregon Coast	COUNTY: Clatsop
NAME OF JOB: Columbia River (Astoria) Bridge	KIND OF WORK: Maintenance Painting	
CONTRACTOR: Lundeen Coatings Associates	CONTRACT NUMBER: 7782	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 1, 1972	DATE WORK STARTED: August 26, 1972	ESTIMATED COMPLETION DATE: June 29, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 260	CALENDAR DAYS USED 285½
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 110 %
PROJECT AUTHORIZATION: $276,962.02	ENGINEERING AUTHORIZATION $ 21,962.61	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 %
EXCLUSIVE OF ENGINEERING: $255,010.31	ENGINEERING COST TO DATE $ 28,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100 %
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $255,010.31	PERCENT OF AUTHORIZATION 130 %	DATE PROJECT WAS COMPLETED: June 29, 1974
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY July 26		0		Project complete.
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Keasey Bond Jackmond Harwood Johnsen Walker Nading Scofield Grann Berg

RECEIVED
JUL 29 1974
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

July 21 SUNDAY	No work all week, job complete.
MONDAY	
TUESDAY 23	Final Inspection was given project by: T. Litchfield, E. Everton, M. Laylor, B. Bangert and G.Inloes.
24 WEDNESDAY	Final Inspection of project was completed today by yesterday's party.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project was completed June 29, 1974

Final inspection was July 23, 1974

This will be the FINAL REPORT.

SIGNED Gareld Inloes LOCATION ASTORIA

GARELD INLOES

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7782

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

NOTED
H. S. COULTER

DATE June 24, 1974

TO MEMO TO THE FILE

FROM John C. Jenkins
Engineer of Materials

SUBJECT Astoria Bridge Repainting
Contract 7782

Painting on this contract started in the summer of 1972 and is continuing. Isolated areas such as some bolt heads, plate edges and corners, etc. are showing rust after two winters of exposure. Gareld Inloes, the project engineer, wants the painter to repair these rusted areas before he leaves the job.

It is believed that spot sandblasting the rusted areas to white metal and replacing the paint system with inorganic zinc prime coat, organic zinc stripe coat, tie coat and two coats of vinyl would be less than satisfactory because the sandblast would destroy too large an area and the inorganic zinc would be difficult to restrict to only the blasted metal area. There would be overspray on the original zinc and vinyl surfaces where it would not adhere properly and would cause problems with subsequent vinyl top coats.

Mobil Paint and the contractor, Lundeen Coatings, then approached Gareld Inloes with a proposal to use a single component zinc paint, 513-R-710, over wire-brushed rust areas. Marty Laylor, Bill Bangert and Gareld Inloes met with Sam Elfenson of Mobil Paint on June 21 to discuss the use of this primer. At that time the recommendation for use over wire-brushed rust was withdrawn because this primer also requires a white metal blast preparation.

At about 11 A.M. on the 21st Marty Laylor called me from Astoria to tell me that Mobil had withdrawn its recommendation for the one-component zinc paint and recommended a barrier coat, Mobil 13 R 50, which is an alkyd resin with zinc chromate and iron oxide pigments. This would be applied to the wire brushed rust areas to seal them and would be followed by two vinyl top coats. I told Laylor it sounded all right to me inview of the problems in patching the inorganic zinc. Subsequently I obtained telephone concurrence from Bob Ellison, Al Harwood and Ted Litchfield.

cc: H. S. Coulter
W. J. Hart
D. H. Moehring
C. T. Keasey
C. O. Fredrickson
G. Inloes

RECEIVED
JUN 25 1974
Office of
Assistant State Highway Engineer

7782

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

November 15, 1973

NOTED
E. S. HUNTER

Commander (OAN)
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Columbia River (Astoria) Bridge
Oregon Coast Highway
Contract 7782
Maintenance Painting - Winter Shut Down

Maintenance painting work on the subject structure has been discontinued for the winter because of anticipated weather conditions.

Please note the cable location (Spans 8-10) shown on the attached drawing.

Monthly work progress reports will be forwarded to you from this office again when work resumes next April.

Very truly yours,

Walter J. Hart
Bridge Engineer
By R. W. Ellison
R. W. Ellison
Bridge Administration Engineer

RWE/ag

cc E. S. Hunter
E. L. Hardt

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NOV 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7782

October 17, 1972

Commander (oan)
U. S. Coast Guard
618 Second Avenue
Seattle, Washington 98104

NOTED
A. E. JOHNSON

Dear Sir:

Columbia River (Astoria) Bridge
Oregon Coast Highway
Contract 7782
Maintenance Painting - Winter Shut Down

Maintenance painting work on the subject structure has been discontinued for the winter because of anticipated weather conditions.

The attached drawing indicates a slight navigation clearance impairment will exist in the second span from the north shore (Span 5) during the winter.

Monthly work progress reports will be forwarded to you from this office again next spring with the resumption of work.

Very truly yours,

George M. Baldwin
Administrator of Highways
By R. W. Ellison
R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attach.
cc A. E. Johnson
A. A. Rear

RECEIVED
OCT 18 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

S

RECEIVED
8 - 1972
FOR FILING

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

7782

DEPARTMENT OF JUSTICE

SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

408 State Highway Building

August 17, 1972

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL H. PRESTON
R. KEN ROBERTS
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

Floyd Query
Secretary
Room 121
State Highway Building

Re: Contract No. 7782 - Columbia River (Astoria) Bridge

Dear Mr. Query:

I have now had an opportunity to review all of the facts and details concerning the initial awarding of the above contract on July 7, 1972.

It is my opinion that your award letter of July 7, 1972, awarding the above contract to Lundeen Coatings and Associates, was a valid award. Based on this finding the contracts will be delivered to Mr. David M. Satkin, President of the above mentioned firm, for execution and return to your office.

Very truly yours,

LEE JOHNSON
Attorney General

Frank

Frank C. McKinney
Assistant Attorney General
Trial Division

FCMcK:hg

cc - F. B. Klaboe
C. T. Keasey
Walt Hart
J. B. Boyd
Gareld Inloes
Wm. Geibel (SAIF)

NOTED
FLOYD QUERY

Contracts mailed out 8-16-72
Frank advised me by phone 76

RECEIVED
AUG 21 1972
FOR FILING
7782

File Copy

August 17, 1972

Mr. R. L. Carroll, District Engineer
District 4
Washington State Highway Department
4200 Main Street (P. O. Box 90)
Vancouver, Washington

Dear Mr. Carroll:

Re: Columbia River (Astoria Bridge Painting)

On June 29, 1972, bids were received for painting all the steel below deck on spans 4 through 11 of the Columbia River Bridge at Astoria. The contract in the amount of $242,529 to Lundeen Coating Associates of Los Angeles was awarded on July 7.

Simultaneous with the award a pollution problem developed relative to air and water quality requirements of the Oregon Department of Environmental Quality. The contractor was advised on July 10 to halt his mobilization of the work while the subject of the air and water quality controls were investigated. These problems have now been resolved and the contractor has been advised to proceed with the work.

During the stop-work period the contractor has incurred certain costs outside of the contract for which the State is responsible. A price agreement in the amount of $5,730.62 has been negotiated with the contractor to cover these costs. A copy of the subject price agreement is attached. You will note that the additional costs to the contractor cover normal mobilization costs except for one item. The single exception item relates to design costs for a pollution control enclosure. The contractor was requested to prepare a design for this enclosure in the event that the Department of Environmental Quality would make this a condition of the work. The cost of installing, moving and maintaining the enclosure was estimated at $184,275 or 76% of the original contract amount.

RECEIVED
STATE HWY ENG
AUG 18 '72
REFER TO
FOR
Info | Init | Ord | Dir | Sec | Tr | File

Subsequent study of the project and job site conditions by the Department of Environmental Quality resulted in their approval to proceed with the work without an enclosure as long as they do not receive complaints from other agencies. If a complaint is received, it will be thoroughly investigated by the Department of Environmental Quality and pollution control requirements imposed only if found necessary.

If such requirements are imposed, the State may elect to: (1) pay the cost of an enclosure to allow the work to proceed, or (2) terminate the contract.

The contractor plans to begin work Monday, August 21, weather permitting.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

WJH:RWE:jc

Attachment

cc: F. B. Klaboe

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1972

SUBJECT: Price Agreement #1
Astoria Bridge

To: Walt Hart
BRIDGE ENGINEER

The attached Price Agreement #1 calls for a lump sum $5,730.62 payment to the contractor for additional cost due to delays and expenses caused by negotiations regarding, and requirements of environmental, air and/or water quality control regulations after the June 29, 1972 bid opening through August 16 , 1972.

Mr. David M. Satkin's August 14, 1972 letter and its attachments fully document the $15,223.76 cost that we would be obligated to if the contract is not allowed to proceed. Should he be allowed to proceed then we would only be out the $5,730.62. It is recommended that he be allowed to proceed.

The price agreement has been reviewed with Frank McKinney and in turn Leonard Lindas.

You will note the price agreement does provide that "should there be future environmental air and/or water quality controls that might be imposed upon this project the contractor and the State will fully cooperate in resolving same, but should more protection be required than can be obtained with the equipment on the project, the contractor should present a proposal in advance of doing any work then:

(1) the State reserves the right to terminate the contract at that point ----.

(2) or negotiate for the actual added cost without overhead or profit for any additional protective features that might be agreed upon."

It also provides that "this agreement does not include a time extension for delays related to any of the above expenses for which consideration is being paid under this price agreement. A request for any extension shall be submitted by the contractor in the usual manner."

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

cc: Frank McKinney
Gareld Inloes

NOTED
W. J. HART

August 16, 1972

ATTACHMENT TO PRICE AGREEMENT 1

lumbia River (Astoria) Bridge
egon Coast Highway
atsop County
ntract #7782
efix 4-4221

ndeen Coatings Associates, Contractor
057 Roswell Street
s Angeles, California 90065

The agreed amount shall be full and complete compensation to the contractor for the following:

(1) All expenses incurred to date resulting from delays caused by negotiations relative to air and/or water quality control.

(2) All claims for additional compensation resulting from any activities, work, or other reasons to this date.

It is further understood that should there be future environmental air and/or water quality controls that might be imposed upon this project the contractor and the State will fully cooperate in resolving same, but should more protection be required than can be obtained with the equipment on the project, the contractor should present a proposal in advance of doing any additional work then:

(1) The State reserves the right to terminate the contract at that point and pay for only the work completed to the date of termination. It being agreed that the contractor would, at the time of termination, waive any and all further claims against State, other than pay for work completed, together with a negotiated settlement for any materials on hand. State, upon such termination, waives any claim for failure of contractor to complete the contract.

(2) Or negotiate for the actual added cost without overhead or profit for any additional protective features that might be agreed upon.

This agreement does not include a time extension for delays related to any of the above expenses for which consideration is being paid under this price agreement. A request for any extension shall be submitted by the contractor in the usual manner.

The term air and/or water quality control, as above mentioned, does not involve any third party actions to restrain the orderly performance of the contract by contractor.

Submitted

State Representative

Contractor Representative

Approved

LUNDEEN COATINGS ASSOCIATES

COLUMBIA RIVER (ASTORIA) BRIDGE
CONTRACT NO. 7782

Expenses Through August 16, 1972 That Cannot Be Salvaged By Proceeding With Contract

ENGINEERING OF POLLUTION CONTROL AT STATE OF OREGON'S REQUEST:

	7/11	7/12	7/13	7/14	7/15	
Ed Roberts	8	8	8	8	8	40
George Arthur	-	8	8	8	8	32
Clark Dickinson	-	-	8	8	8	24
Earl Dietrich	-	8	8	8	-	24
Maynard Shook	-	8	8	-	-	16
Harry Mycroft	-	8	8	-	-	16
David M. Satkin	Time		Not	Included		-

152 hours @ $15.00/hr. $ 2,280.00

SERVICE CHARGES PAID

Clipper Car Blockers, Inc.	$ 426.26	
Fleming Lumber Company	61.36	
Demurrage 7/10 - 7/26/72	350.00	
		$ 837.62

LOADING AND UNLOADING:

	7/5	7/6	7/7	7/10	7/11	7/26	7/28	7/31	
Larry Arthur	7	-	-	-	-	-	-	-	7
Larry Smith	-	-	7	7	7	-	-	-	21
Shad McLemore	-	7	7	7	-	-	-	-	21
Kurt Parman	-	7	7	-	-	-	-	-	14
Allan Mycroft	7	7	7	7	7	7	7	-	49
Hank Noguchi	-	-	-	-	-	7	-	-	7
Jim Smith	-	-	-	-	-	7	-	7	14

133 hrs.@ $11.00/hr. $ 1,463.00

LUNDEEN COATINGS ASSOCIATES

COLUMBIA RIVER (ASTORIA) BRIDGE
CONTRACT NO. 7782

EQUIPMENT RENTAL FOR NON-USE:

2	-	Truck Compressors	@ $500.00 each	$ 1,000.00	
1	-	2½ ton Truck		150.00	$ 1,150.00

TOTAL $ 5,730.62

WE PAINT EVERYWHERE

(213) 256-3196

LUNDEEN COATINGS ASSOCIATES

3057 ROSWELL STREET • LOS ANGELES, CALIFORNIA 90065

August 14, 1972

Oregon State Highway Commission
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank Klayboe
General Administrative
Office

Subject: Columbia River (Astoria) Bridge
Contract No. 7782

Gentlemen:

We hereby request the sum of $15,223.76 for expenditures incurred by Lundeen Coatings Associates covering the cancellation charges on the subject contract.

The description and breakdown of our request is attached, and we trust this data meets with your approval.

Very truly yours,

LUNDEEN COATINGS ASSOCIATES

David M. Satkin
President

DMS:jm

Attachment as noted

LUNDEEN COATINGS ASSOCIATES

COLUMBIA RIVER (ASTORIA) BRIDGE

CONTRACT NO. 7782

PRE-JOB CONFERENCE AT STATE OF OREGON'S REQUEST:

7/10/1972 - Air Fare for George Arthur	$ 153.00		
Car Rental	45.00		
Wages	120.00	$	318.00

ENGINEERING OF POLLUTION CONTROL AT STATE OF OREGON'S REQUEST:

	7/11	7/12	7/13	7/14	7/15	
Ed Roberts	8	8	8	8	8	40
George Arthur	-	8	8	8	8	32
Clark Dickinson	-	-	8	8	8	24
Earl Dietrich	-	8	8	8	-	24
Maynard Shook	-	8	8	-	-	16
Harry Mycroft	-	8	8	-	-	16
David M. Satkin	Time	Not	Included			-

152 hours @ $15.00/hr. $ 2,280.00

SPECIAL EQUIPMENT AND MATERIAL PURCHASED, BUT NOT USEABLE BY LUNDEEN COATINGS ASSOCIATES:

A. Equipment

Sand Units and Hopper	$12,993.00	
Handling Charge - 10%		$ 1,299.00
Cancellation Charge Possible		N/C
		$ 3,897.00

LUNDEEN COATINGS ASSOCIATES

COLUMBIA RIVER (ASTORIA) BRIDGE
CONTRACT NO. 7782

SPECIAL EQUIPMENT AND MATERIAL PURCHASED, BUT NOT USEABLE BY LUNDEEN COATINGS ASSOCIATES:

B. Material

Mobil Chemical	$10,478.50	
Handling Charge - 10%		$ 1,047.85
Special Green for State, No. 58-G-701 Vinyl		4,250.00
Restocking Charge - 25% of $6,228.50		1,557.13

SPECIAL EQUIPMENT PURCHASED, BUT USEABLE BY LUNDEEN COATINGS ASSOCIATES:

Butler Compressor	$ 638.78	
Goodall Rubber	296.63	
Sky Climber, Inc.	2,411.64	
Kelco Sales	1,057.82	
E. H. Edwards Company (Cable)	839.24	
	$ 5,244.11	
Handling Charge - 10%		$ 524.41
State may take cable at $839.24, plus freight, or Lundeen Coatings Associates will keep at $419.24		$ 420.00

SERVICE CHARGES PAID:

Clipper Car Blockers, Inc.	$ 426.26	
North End Welding	76.75	
Fleming Lumber Company	61.36	
Demurrage 7/10 - 7/26/72	350.00	$ 914.37
		$12,610.76

LUNDEEN COATINGS ASSOCIATES

COLUMBIA RIVER (ASTORIA) BRIDGE
CONTRACT NO. 7782

LOADING AND UNLOADING:

	7/5	7/6	7/7	7/10	7/11	7/26	7/28	7/31	
Larry Arthur	7	-	-	-	-	-	-	-	7
Larry Smith	-	-	7	7	7	-	-	-	21
Shad McLemore	-	7	7	7	-	-	-	-	21
Kurt Parman	-	7	7	-	-	-	-	-	14
Allan Mycroft	7	7	7	7	7	7	7	-	49
Hank Noguchi	-	-	-	-	-	7	-	-	7
Jim Smith	-	-	-	-	-	7	-	7	14

133 hrs.@ $11.00/hr. $ 1,463.00

EQUIPMENT RENTAL FOR NON-USE:

2	-	Truck Compressors	@ $500.00 each	$ 1,000.00
1	-	2½ ton Truck		150.00
				$ 1,150.00

FOLLOWING EQUIPMENT WAS LOADED FOR SHIPMENT FOR WHICH NO STANDBY CHARGES ARE REQUESTED:

3	40 ft. planks for stage, complete with handrails
6	450 ft. new 1/2" cables, cut per size
6	stumps made to fit
6	450 ft. new 3/8" safety cable, cut per size
72	new cable clamps

$15,223.76

BLAST EQUIPMENT:

1400 ft.	1½" sandblast hose
6	new whips
6	sandblast nozzles - 3/8 No. 6
6	sandblast hoods
3	air and water traps
200 ft.	2½ bull lines
600 ft.	3/4" bull lines
1000 ft.	1/4" air line

PAINT EQUIPMENT:

2	5 gallon spray pots with agitators for zinc
1	2½ gallon spray pot with agitator for zinc
6	new spray lines - 50 ft. each
6	Binks No. 7 spray guns with strong springs
2	Air agitators

AIRLESS EQUIPMENT:

2	30 to 1 Bull dogs airless pump
1000 ft.	airless line
5	airless guns
1	H. P. water pump

INSURANCE:

Performance Bond. No charge if State of Oregon returns Bond to Mr. Satkin for cancellation.

TOTAL AMOUNT OF CANCELLATION CHARGE - $15,223.76

WE PAINT EVERYWHERE

(213) 256-3196

LUNDEEN COATINGS ASSOCIATES

3057 ROSWELL STREET • LOS ANGELES CALIFORNIA 90065

PURCHASE ORDER NO. [illegible] ICA 1553
SHOW THIS COMPLETE NUMBER ON INVOICE

Date 5/30/72

SHIP TO Hold for shipping instructions

PURCHASED FROM Mobil Chemical Paint Co.
2647 East 37th Street
Los Angeles, California 90058

QUANTITY		DESCRIPTION	PRICE
50 gal.		7-T-3 Thinner @ $3.20/gal.	
500 gal.	M	Mobil Zinc #7 @ $9.00/gal.	
10 gal.		7-T-25 Thinner @ $2.85/gal.	
100 gal.		Mobil Zinc #4 @ $10.00/gal.	
100 gal.		Vinyl Wash Primer #13-Y-8 @ $2.75/gal.	
1000 gal.		#58-G-701 Vinyl @ $4.25/gal.	
2 - 50 Gal. Drums		#7-T-15 Thinner @ $2.65/gal.	

Paint to meet requirements of Section titled Maintenance Painting - pages 10 through 15 of Special Provisions as given to Mr. Norm Snell.

CONFIRMATION, DO NOT DUPLICATE

LUNDEEN COATINGS ASSOCIATES

BY Earl S. Pierrich/lr

6290

FOREMAN

Mobil Chemical Company

CHEMICAL COATINGS DIVISION

VERNON PLANT
2647 EAST 37TH STREET
LOS ANGELES, CALIFORNIA 90058
TELEPHONE (213) 589-6781

August 8, 1972

Mr. Clark Dickinson
Lundeen Coatings Associates
3057 Roswell St.
Los Angeles, California 90065

MATERIAL FOR
ASTORIA BRIDGE

Dear Mr. Dickinson:

We have completed manufacture of the following products for your Order #6290 for use on the Astoria Bridge:

500	Gals.	Mobilzinc 7
100	"	" 4
100	"	13-Y-8 Vinyl Wash Primer
1000	"	583-G-701 OSHD Green Vinyl Coating.
50	"	7-T-3 Reducer
20	"	7-T-25 "
110	"	7-T-15 "

These products were made specifically for this project. When may we expect delivery instructions.

Very truly yours,

R. M. Miller
Western Region Manager

RMM:hi

DEMURRAGE OR STORAGE BILL

S-8248

PCDB . . LA. CALIF. STATION JULY 28 1972 19 D.S.No. 29892

to Southern Pacific Transportation Company, OR FOR DEMURRAGE OR STORAGE 3057 ROSWELL ST. L.A. 90065

LUNDY COATING PG. 17 L 15 MR. BERT SARTAIN

CAR INITIAL AND NO.	WAYBILLED FROM	TO	DATE, SERIES & NO.	COMMODITY	FREIGHT BILL NO.
CBQ 94047				N/S	

DEMURRAGE

ARRIVAL MO. DAY HOUR	NOTIFICATION MO. DAY HOUR	CAR RE-ORDERED MO. DAY HOUR	CONSTRUCTIVE PLCMT. MO. DAY HOUR	ACTUAL PLACEMENT MO. DAY HOUR	UNLOADED MO. DAY HOUR

CAR ORDER NO.	DATE WANTED		CONSTRUCTIVE PLCMT. MO. DAY HOUR	ACTUAL PLACEMENT MO. DAY HOUR	LOADED & BILLED MO. DAY HOUR
# 45	7/8 TA			7 10 6A	7 26 SP

STORAGE

ARRIVAL MO. DAY HOUR	NOTIFICATION MO. DAY HOUR	DELIVERED MO. DAY HOUR	REMARKS

WEIGHT { OTHER THAN EXPLOSIVES, ETC. _____ LBS.
EXPLOSIVES & DANGEROUS ARTICLES LBS.

FREE AND EXCLUDED TIME

FREE TIME (DATES) 7/10 7/11
SUNDAYS & HOLIDAYS (DATES)
WEATHER INTERFERENCE
MILES FROM STATION (CONSIGNEE)

4	DAYS @	$10.00	PER DAY
2	DAYS @	$20.00	PER DAY
9	DAYS @	30.00	100 LBS. PER DAY
	DAYS @		4 PER 100 LBS. PER DAY
	DAYS @		

DEMURRAGE DUE 350.00

STORAGE DUE

MAKE CHECKS PAYABLE TO THE COMPANY

THE ORIGINAL PAID DEMURRAGE OR STORAGE BILL MUST ACCOMPANY CLAIMS FOR OVERCHARGE

THIS COMPANY APPRECIATES SUGGESTIONS FROM THE PUBLIC WHICH MAY BE HELPFUL IN IMPROVING THE SERVICE. THE MANAGEMENT WELCOMES, IN PARTICULAR REPORTS OF UNUSUALLY SATISFACTORY AND COURTEOUS TREATMENT RECEIVED AT THE HANDS OF OUR EMPLOYES SO THAT BY COMMENDING SUCH ACTS THE USEFULNESS OF THE COMPANY'S ORGANIZATION TO THE PUBLIC MAY BE INCREASED. GENERAL MANAGER, ONE MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105.

DUPLICATE

NORTH END WELDING

METAL FABRICATION — ARC AND ACETYLENE — PORTABLE WORK — HELIARC & SIGMA — FABRICATION

686 WEST AVENUE 26 — LOS ANGELES, CALIFORNIA 90065

PHONE (213) 223-1501

INVOICE No. 5809

TO Lundeen Coating
3057 Roswell
Los Angeles 90065

DATE 7/25/72

YOUR ORDER NO. 7894 DATE

TERMS: NET 10TH MONTH PROX

Repair hangers 65' 5/8 material	$ 76.75

CLIPPER CAR BLOCKERS INC.

• Railroad Car Bracing & Securing — Licensed & Insured •

[redacted]
(213) 865-9317 — (213) 865-4688
17226 JERSEY AVE., ARTESIA, CALIF. 90701
Mailing Address, P.O.BOX 1116,
ARTESIA, CALIFORNIA 90701

BILL TO
LUNDEEN COATINGS
3057 ROSWELL
LOS ANGELES, CALIFORNIA
90065

No. 1800

Date July 19, 1972

P. O. No. Burt

QUANTITY	DESCRIPTION	TOTAL
2	COMRESSOR TRUCKS AND MISCELLANEOUS PARTS BRACED AND SECURED TO RAILROAD ACCEPTANCE 7/10 & 11/'72 Flat car # C B & Q 94047 SOUTHERN PACIFIC RAILROAD, RIVER TEAM TRACK, LOS ANGELES,	
	Total	$426.26

Due and Payable Upon Presentation

Sky Climber Inc.

17311 SOUTH MAIN
GARDENA, CALIFORNIA 90248
PHONE (213) 321-6414

PLEASE REMIT TO:

INVOICE

CUSTOMER ORDER NO.	INTER-PLANT NO.	Mfg. S.O. NO.	DATE
Cust. Cont. No. 6536-1653	439	24886	7-13-72

SOLD TO: 4094
4 Lundeen C4ating
3057 Roswell
L.A., Calif.

and

SHIPPED TO:
Same
Alameda-Bruno
L.A., Calif.

REQUESTED ROUTING

State Cont. No. 63

F.O.B.

INVOICE NO. 248860

INVOICE DATE July 13,1972

DATE SHIPPED 7-10-72

SHIPPED VIA O/T

SHIPPER NO. 74-1196

TERMS: NET—NO DISCOUNT
Due Tenth of Month Following Date of Invoice

GOV'T CONTRACT	PRIORITY	CODE	RENEGOTIABLE	RESALE PERMIT NO. TAX	PPD.	COL.
		300				

ITEM	ORDERED	NO STATEMENT WILL BE MAILED — PLEASE REMIT FROM INVOICE	Orig. No.	Shippers Numbers B. O. From		B. O. To
			UNIT PRICE	BALANCE DUE	QUAN. SHIP.	AMOUNT
1	3	2740 Platforms	476.00	0	3	1428.00
2	12	110-41 Back rail 40' each	1.06ft.	0	12	508.80
3	30	110-37 Guard rail support	12.00	0	30	360.00
		Sub Total				2296.80
		Tax 5%				114.84
		Total				2411.64

INVOICE

SHIPPING SCHEDULE

Direct

Title to above property is and shall remain in the Seller until fully paid for.

S/C 323

Defective goods will be repaired or replaced without charge, but no unauthorized claims will be allowed for labor or damages.

"We hereby certify that these goods were produced in compliance with all applicable requirements of Sections 6, 7, and 12 of the Fair Labor Standards Act, as amended, and of regulations and orders of the United States Department of Labor issued under Section 14 thereof."

WESTERN GEAR CORPORATION

Sky Climber Incorporated
A Subsidiary of Western Gear Corporation

[illegible] CORNER OF ALAMEDA & BRUNO
JUST N. OF POST OFFICE
ON ALAMEDA

14 Nº 1198

SHIPPING MEMO

17211 SO. MAIN ST., GARDENA, CALIF. 90248 (213) 321-6414

DATE JULY 10, 1972

TO LUNDEEN COATING
3057 ROSWELL
LOS ANGELES, CALIFORNIA

VIA OUR TRUCK

PREPAID ☐
COLLECT ☐

PARCEL POST CHARGES

☐ REFER TO OUR PURCHASE ORDER NO.

☐ YOUR PURCHASE ORDER NO. 6536

☐ REFER TO OUR SALES ORDER NO.

☐ REQUEST CREDIT MEMO

CONSIGNEE COPY

QTY	DESCRIPTION OF MATERIAL	PART NUMBER
	82740 STAGES	
	110-41 HANDRAIL 40' EACH	110-41
	110-37 CENTER GUARD RAIL SUPPORT	110-37
	"SALE"	

RECEIVED BY [illegible]

TITLE TO THE ABOVE PROPERTY IS AND SHALL REMAIN IN THE SELLER UNTIL FULLY PAID FOR

DISTRICT OFFICES

Seattle, Wash
Portland, Ore
Honolulu, Hawaii
Kotzebue, Alaska
Los Angeles, Calif
Pine Bluff, Ark
Sacramento, Calif.

INVOICE

E. H. EDWARDS COMPANY

45[illegible] INDUSTRIAL WAY • SO. SAN FRANCISCO, CALIF.
TEL: 588-9086 and 761-2134

Manufacturers of Wire Rope and Wire Products

FACTORY
So. San Francisco, California

INVOICE NUMBER
27201

BILL TO
ERIC LUNDEEN COATING CO.
3057 ROSWELL ST.
LOS ANGELES, CALIF.

SHIP TO
SAME

CUSTOMER'S ORDER NO	ORDER DATE	INVOICE DATE	DATE SHIPPED	SHIPPING POINT	F O B	PREPAID ☐	COLLECT ☐	REMIT
533-LCA-1653	7-7-72	7-31-72	7-10-72	LA	DESTN			

ROUTING	SALESMAN	BRANCH	E H EDWARDS ORDER NO	TERMS	GROSS WEIGHT	NET WEIGHT
- WILL CALL	20	LA	LA 2141	2% 10TH PROX NET 30 DAYS		1008

QUANTITY	SIZE	DESCRIPTION		PRICE	AMOUNT
2400'	1/2"	6X37 RREF SS RL HC (6 REELS 1/2" X 400')		.372	892.80
		LESS 20/10/5			610.68
100	1/2"	CABLE CLIPS		.65	65.00
50	3/8"	DITTO		.60	30.00
~~BROKEN~~ 3 ONLY		L 45R - BLOCK		31.20	93.60
					799.28
		5% TAX			39.96
					839.24

SPECIAL CUT NON-RETURNABLE

AB

This is to certify that the merchandise listed on this invoice has been produced in accordance with the Fair Labor Standards Act of 1938, as amended. Goods MUST NOT be returned without permission, and, if returned with permission a charge will be made to cover cost of handling. No credit will be allowed on ropes cut to length according to order. Reels are not returnable for credit.

DUPLICATE INVOICE

INVOICE NO. G 05220

BUTLER COMPRESSOR & SPRAY EQUIPMENT CO.

657 MONTEREY PASS ROAD, MONTEREY PARK, CALIFORNIA 91754
CUmberland 3-0301 ATlantic 9-4247

6545-1653

SOLD TO • LUNDEEN COATINGS ASSOC.
• 3057 ROSWELL
• LOS ANGELES, CALIF. 90065

SHIP TO • SAME

TERMS 1% 10 DAYS NET 30 F.O.B. OUR PLANT

DATE OF INVOICE	YOUR ORDER NO.	DATE OF ORDER	DATE SHIPPED	SHIPPED VIA
7/11/72	6545-1653	7/10/72	7/11/72	W/C 46433

QUAN. ORD	B. O.	QUAN. SHIPD	DESCRIPTION	UNIT	PRICE	AMOUNT
4		4	50 FT. 71-283 HOSE W/1334 CONN.	60.10	240.40	
1		1	50 FT. 71-210 HOSE W/1334 CONN.		53.65	
5		5	50 FT. H-302 HOSE W/#1	20.50	102.50	
6		6	#1 CONN.	1.25	7.50	
6		6	1848 CONN.	1.65	9.90	
12		12	54-839 SPRING	.35	4.20	
1		1	83-5507 2 GAL. TANK		257.80	
					675.95	
			LESS 10%		67.59	
					608.36	
			5% ST		30.42	638.78

"I hereby certify that amounts invoiced herein [illegible] Executive Order 11615 dated August 15, 1971."

(NOTE: USE THIS INVOICE FOR PAYMENT—MONTHLY STATEMENT ISSUED ONLY UPON REQUEST.)

Seller hereby certifies that these goods were produced in compliance with all applicable requirements of Sections 6, 7, and 12 of the Fair Labor Standards Act, as amended, and of regulations and orders of the United States Department of Labor issued under Section 14 thereof.

BUTLER COMPRESSOR AND SPRAY EQUIPMENT CO.

BY _____

SIGNED _____

BY _____ (SIGNATURE OF PERSON IN AUTHORITY TO SIGN)

$2.00 MINIMUM BILLING
MERCHANDISE NOT RETURNABLE AFTER 30 DAYS

INVOICE

INTEREST OF 1½% PER MONTH CHARGED ON PAST DUE ACCOUNTS

(213) 256-3196

LUNDEEN COATINGS ASSOCIATES

3057 ROSWELL STREET • LOS ANGELES, CALIFORNIA 90065

PURCHASE ORDER No. [illegible]-LCA 1653
SHOW THIS COMPLETE NUMBER ON INVOICE

Date 7-10-72

SHIP TO LUNDEEN COATINGS ASSOC.-ASTORIA BRIDGE, ASTORIA, WASHINGTON

PURCHASED FROM MOBILE WATER CLEANING CO., INC.
P. O. BOX 68
MARTINEZ, CALIF. 94553

QUANTITY	DESCRIPTION	PRICE
2 EA.	140 W-3 CANNED SAND UNITS MOUNTED ON TRAILERS WITH BRAKES, FENDERS, ETC. SAND VALVES TO HAVE INTERNAL TUNGSTEN WORKING PARTS. 2 EA. @ $ 5243.00	10,486.00
1 EA.	800 CU. FT. HOPPER	2,507.00

FREIGHT F.O.B. HOUSTON, TEXAS TO ASTORIA TO BE PAID BY LUNDEEN.

THE ABOVE ITEMS TO BE LEASED FOR $1.300.00/MONTH, 6 MONTHS GUARANTEED. OPTION TO PURCHASE AT END OF 6 MONTHS WITH 100% OF LEASE PAYMENTS TO APPLY. PURCHASE PRICE TO BE $12,993.00.

CONFIRMATION - DO NOT DUPLICATE

LUNDEEN COATINGS ASSOCIATES

BY H. C. DICKINSON/cd

FILE

6294

BUTLER COMPRESSOR & SPRAY EQUIPMENT CO.

65 MONTEREY PASS ROAD
MONTEREY PARK, CALIFORNIA 91754
PHONES: 283-0301 - 289-4247
AIR COMPRESSORS AND PAINT SPRAY EQUIPMENT

CUSTOMER ORDER NO. 45-45-163
TERMS: NET 30 DAYS.

No 46433

7/10 1972

Sold To LUNDEEN COATINGS

Address

City Los Angeles State Calif Zip 90065

Via U/C

Ship To

QUANTITY	DESCRIPTION	UNIT PRICE	AMOUNT
4	Sayr -H-283 hose w/ 133-1 Conn		
1	Sayr 71-210 " w/ "		
5	Sayr H-202 hose w/ #1		
6	#1 Conn.		
6	1848 Conn.		
12	54-835 "		
1	83-5507 2 gal TANK		
	Less 10%		
	TAX		
	THANK YOU		

The foregoing conditional sale is upon the expressed condition that BUTLER COMPRESSOR & SPRAY EQUIPMENT CO. retains title to all said property until paid for in full, and the purchaser acquires no interest in or to said property. The purchaser shall take immediate possession of all property and retain such possession so long as he complies with the provisions hereof, and makes payments in accordance with the above terms. The purchaser shall keep said property in good repair and pay all taxes and assessments levied or assessed thereon, and keep the same insured against fire at his own expense for a sum equal at least to the unpaid balance of the purchase price, with loss payable to the seller; and any sum recovered from such insurance shall be applied by the seller on the purchase price. All said property shall be at the risk of the buyer for loss by fire, theft, or other reason. If the purchaser fails to make any payments as herein provided, or fails to comply with the terms herein set forth, the seller may take possession of all said property without legal proceedings; and any amounts paid shall be forfeited and applied as rental. In case of any default, purchaser agrees to pay seller all costs of collection, reasonable attorney's fees and court costs incurred by the seller in the repossession of said property, or in collecting the amount due. No other agreement, oral, written or implied shall limit or qualify the terms of this agreement.

SIGNED

BY

BY

Signature of Person in Authority to Sign

Form 104 HR

GOODALL RUBBER COMPANY P.O. BOX 631 TRENTON, NEW JERSEY 08604

REMIT ONLY TO GOODALL RUBBER COMPANY
ADDRESS CHECKED BELOW
XX P.O. BOX 7944, PHILADELPHIA, PA 19101
P.O. BOX 664 HOUSTON TEXAS 77001
P.O. BOX 9128 MINNEAPOLIS MINN. 55440
P.O. BOX 631, TRENTON N. J. 08604

PLEASE PAY FROM INVOICE - NO MONTHLY STATEMENT ISSUED UNLESS REQUESTED

SOLD TO:
LUNDEEN COATING ASSOCIATE
3057 ROSEWELL STREET
LOS ANGELES, CALIF 90065

SHIP TO:
MARK 6535-1653

ORDER NO

7/7/72	42307	1	119	11	15	S/P F/A 300#	2% 10 DAYS NET 30
7/10/72		DATE SHIPPED 7/7/72	PPD	COL	SHIP VIA WILL CALL	CUST ORDER DATE 7/7	CUST ORDER NO 6535-1653
15	BILL OF LADING	THIS INVOICE ISSUED FROM GOODALL RUBBER CO 990 MTRY PASS RD, MTRY PK, CALIF 91754					

ORDERED	SHIPPED	UNIT PRICE	PRODUCT CODE	DESCRIPTION	AMOUNT
5 LGTH	5	56.50 LGTH	125-559 500 087 5-052 203 163	1" X 1-7/8" X 25 FT "IMPACT" N-380 SANDBLAST HOSE CPLD KELCO ONE END ONLY	282.50
				5% SALE TAX	14.13
					$296.63

We hereby certify that the goods covered by this invoice were produced in compliance with requirements of Sections 6 7 and 12 of the Fair Labor Standards Act as amended and of regulations or orders of the Administrator of the Wage and Hour Division issued under Section 14 thereof

OUR TERMS OF PAYMENT ARE STATED ABOVE. HOWEVER, ANY UNPAID INVOICE MORE THAN 30 DAYS PAST DUE WILL BE

GOODALL RUBBER COMPANY P.O. BOX 631 TRENTON, N. J. 08604

ORDER NO. 43160

ORDER NO. 43160

SOLD TO
LUNDEEN COATING ASSOCIATE
3057 ROSEWELL STREET
LOS ANGELES, CALIF 90065

SHIP TO
MARK 6535-1653

DATE ENTERED	CUST. CODE NO.	SALESMAN	CITY TAX	STATE TAX	IND. CL.	F.O.B. POINT	TERMS
7/7/72	42307	1	119	11	15	S/P F/A 3004	2% 10 DAYS NET 30

INVOICE DATE	INVOICE NO.	DATE SHIPPED	PPD	COL	SHIP VIA	CUST. ORDER DATE	REQ. NUMBER	CUST. ORDER NO.
					WILL CALL	7/7		6535-1653

BRANCH	BILL OF LADING	THIS INVOICE ISSUED FROM
15		GOODALL RUBBER CO 990 NIRY PASS RD, NIRY PK, CALIF 91754

QUANTITY ORDERED	QUANTITY SHIPPED	UNIT PRICE	PRODUCT CODE	DESCRIPTION	AMOUNT
5 LGTH	5			1" X 1-7/8" X 25 FT "IMPACT" M-380 SANDBLAST HOSE CPLD KELCO ONE END ONLY	
				5% SALE TAX	

REMARKS

SHIPPED			SHIPPING CLERK - SIGNATURE
CASES	BALES	CARTONS	X
LBS.	LBS.	LBS.	BILL OF LADING NO.

INVOICE

KELCO SALES & ENGINEERING CO.

No. B 82827

DIV. OF POWLEY INC.

11936 FRONT STREET • PHONE (213) 868-9801
NORWALK, CALIFORNIA, U.S.A.

MAILING ADDRESS
P. O. BOX 422
NORWALK, CALIF. 90650

1 3ml	2	3	4	5	6	7	8
9	10	11	12	13	14	15	16

ACCT NO. 1730-1 DATE. July 7, 1972

SOLD TO. Lundeen Coating Associates
3057 Roswell
Los Angeles, Calif. 90065

SHIP TO.

CUSTOMERS ORDER NO	SHIP VIA	TERMS	F.O.B.
6537-1653	WILL CALL	NET 10TH PROX SERVICE CHARGE AT THE RATE OF 1% PER MONTH ON ALL ACCOUNTS AFTER 10 DAYS	F.O.B. NORWALK CALIFORNIA

QUAN ORDERED	PART NUMBER	DESCRIPTION	QUAN SHIPPED	UNIT PRICE	AMOUNT
4	007033	KTLV-6 Venturi Nozzle		62.00	$248.00
4	002677	XKOD 1 1/4" Dry Kuttoff Head		15.00	60.00
2		f42 Air Line Filter, complete with regulator and gage, and two 1/4" outlet valves.		73.00	146.00
4	004214	Extra Cannister Core and Carbon		14.00	56.00
4	CS10819	EDA Rubber Abrasive Mask		59.00	236.00
100	CS107388	Safety lens for hood		.80	80.00
5	004502	KHE-2 Nozzle holders		3.95	19.75
20	KG	gaskets		.30	6.00
10	G	"		.30	3.00
12	1 1/4"	slides		1.35	16.20
10	044135	cartridges		1.35	13.50
4	007005	carbide holders		12.00	48.00
6	3/4"	fire inserted breathing tubes.		12.50	75.00
					$1007.45
				5% tax. •	50.37
					$1057.82

It is agreed by the undersigned that Kelco Sales & Engineering Co. is the owner of all property above described and now delivered and title is reserved to the Kelco Sales & Engineering Co. and the purchase price is due in full. In case of default by purchaser Kelco Sales & Engineering Co. or its assigns may take possession of the above described property without notice or hereby [illegible] or take such legal action as is necessary to the premises to the event suit is filed by Kelco Sales & Engineering Co. or its assigns, purchaser agrees to pay reasonable attorney fees incurred by Kelco Sales & Engineering Co. or its assigns in addition to all other necessary charges [illegible] The above [illegible] shall be deemed accepted unless a complaint in writing is delivered to seller within 72 hours after delivery. No [illegible] will be allowed unless authorized by this office

ABOVE MERCHANDISE RECEIVED IN GOOD CONDITION AND TERMS ACCEPTED

ACCEPTED BY
ORDER CONTRACT FIRM NAME BY

Sandblast Machines
Dust Collectors
Dry & Liquidblast Cabinets

INVOICE

KELCO SALES & ENGINEERING CO.

No. B 82827

DIV. OF [illegible]

11936 FRONT STREET • PHONE (213) 868-9864
NORWALK, CALIFORNIA, U.S.A.

MAILING ADDRESS
P. O. BOX 422
NORWALK, CALIF. 90650

1 Jml	2	3	4	5	6	7	8
9	10	11	12	13	14	15	16

ACCT NO • 1730-1

DATE • July 7, 1972

SOLD TO • Lundeen Coating Associates
3057 Roswell
Los Angeles, Calif. 90065

SHIP TO •

CUSTOMER'S ORDER NO	SHIP VIA	TERMS
6537-1653	WILL CALL	NET 10TH PROX. SERVICE CHARGE AT THE RATE OF 1% PER MONTH ON ALL ACCOUNTS PAST 30 DAYS

F O B NORWALK CALIFORNIA

QUAN ORDERED	PART NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT
4	007038	KTL7-6 Venturi Nozzle		
4	002677	KKOD 1 1/4" Dry Kuttoff Head		
2		#42 Air Line Filter, complete with regulator and gage, and two 1/4" outlet valves.		
4	004214	Extra CannisterCore and Carbon		
4	CS10819	MSA Rubber Abrasive Mask		
100	CS107822	Safety lens for hodd		
5	004502	KHS-2 Nozzle holders		
20	XC	gaskets		
10	60	"		
12	1 1/4"	slides		
10	CS1642_6	cartridges		
4	007625	cartridge holders		
6	3/4"	Nitro inserted breathing tubes.		

It is Agreed by the undersigned that Kelco Sales & Engineering Co is the owner of the property above described and now delivered and that title thereto shall remain in the Kelco Sales & Engineering Co until the purchase price is paid in full. In case of default by purchaser Kelco Sales & Engineering Co or its assigns may take possession of the above described property without notice or demand and without legal process wherever it may be found and for that purpose may enter any building or premises in the day time. If suit is filed by Kelco Sales & Engineering Co or its assigns purchaser hereby agrees to pay reasonable attorney fees incurred by Kelco Sales & Engineering Co or its assigns in addition to all other amounts owing thereon or connected therewith. The undersigned hereby acknowledges to be as ordered and to be in good condition unless a complaint in writing is delivered to seller within 72 hours after delivery. No return is allowed unless authorized by this office.

ABOVE MERCHANDISE RECEIVED IN GOOD CONDITION AND TERMS ACCEPTED

ACCEPTED BY _____ BY _____
SIGNATURE PURCHASER FIRM NAME

Sandblast Machines

Dust Collectors
Dry & Liquidblast Cabinets

Air Compressors

Shipper's No.

Subject to the classifications and tariffs in effect on the ... of the issue of this Shipping Order.

Carrier ____ Agent's No. LA2141

PICO - RIVERA, CALIFORNIA 7-1- 1962 from E. H. EDWARDS COMPANY

A property described below in apparent good order except as noted (contents and condition of contents of packages unknown) marked, consigned and destined as shown below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under this contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is agreed, as to each carrier of all or any of said property over all or any portion of said route to destination and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

Consigned to Tennessee Casting Co (Mail or street address of consignee—For purposes of notification only.)

Destination ____ Street ____ City ____ County ____ State

Routing ____

Delivering Carrier W/C Vehicle or Car Initial ____ No. ____

Collect On Delivery

$ ____ and remit to: ____

Street ____ City ____ State

C. O. D. charge to be paid by { Shipper ☐ Consignee ☐

No. Packages	Description of Articles, Special Marks, and Exceptions	* Weight (Sub. to Cor.)	Class or Rate	Check Column
6 Reels	STEEL WIRE ROPE 1/2" 6X37 IWRC			
	RL - 400' ea.			
50	Only 1/2" Cable Clips			
	P.O# 6533 Shop - Part			

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statements:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of Consignor.)

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received $ ____ to apply to prepayment of the charges on the property described hereon.

Agent or Cashier

Per ____
(The signature here acknowledges only the amount Prepaid.)

Charges Advanced:

$ ____

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."
NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.
The agreed or declared value of the property is hereby ____ per ____
specifically stated by the shipper to be not exceeding ____

E. H. EDWARDS COMPANY Shipper, Per ____

Permanent post-office address of shipper, 7815 PARAMOUNT BLVD. PICO-RIVERA, CALIFORNIA 90660

Agent must detach and retain this Shipping Order and must sign the Original Bill of Lading.

2

Rediform
6S 683

(This Bill of Lading is to be signed by the shipper and agent of the carrier issuing same.)

SALES ORDER
E. H. Edwards Company

Lundeen Coating

INVOICE NO. | CUSTOMER NO.

SALESMAN	SHIPPING POINT	FOB	VIA	INVOICE DATE	SHIPPING DATE	ORDER DATE
20			W/C			7-7-
CUSTOMER ORDER NO	**TERMS**		**FREIGHT**	**E. H. EDWARDS ORDER #**	**GROSS WEIGHT**	**NET WEIGHT**
6533 Shop			PPD ✱ COLL	2141		

	SIZE	QUANTITY	UNIT PRICE	DISCOUNT RATE	REEL NO.	CUT OFF	BALANCE
5 rec ½ x 400 6x37 EIP NC		3200	(6) Shipped 7-7-74				
					BO- 2 Reels		
w/ Metal tags							
50 ½ Cable Clips							

PACKING LIST

TAX
TE

12000

LEMING LUMBER COMPANY

G MATERIALS - - SASH AND DOORS - - BUILDERS' HARDWARE

Los Angeles, Calif. 90065
256-2267

0 San Fernando Road

241-3148
65-23-1653
7616 3196

Date 7-5-7~ 19__

Sold To Lundeen Coating

Address 3057 Cornell Rd.

By

ddress

LBR CLR	
PLY	
MDSE	
HDWE	
MILL	
HOUSING	
MFG	
CTG	
TAX	
TOTAL	

Pcs	Pieces	Size	Lgth	Description	Feet	Total Feet	Price	Amount
	6	4 x 8	1/2	A C x Plywood				
		x						
	8	2 x 6	8'	S4S DF S&S				
		x						
		x						
		x						
		x						
		x						
		x						
		x						
		x						
		x						
		x						
		x						
		x					TOTAL	

SIGNATURE Larry Garthur

TERMS: NET - ALL CLAIMS FOR SHORTAGE MUST BE MADE WITHIN 5 DAYS
10% HANDLING CHARGE FOR ALL MATERIAL RETURNED A SERVICE CHARGE OF 1% PER MONTH ON THE UNPAID BALANCE WILL BE MADE ON ALL ACCOUNTS WHICH ARE PAST DUE.

PAY FROM INVOICE
STATEMENT ON REQUEST

DELIVERY RECEIPT

PRICES COVER CURB DELIVERY ONLY, AND DELIVERY REQUESTED BEYOND THE CURB SHALL BE AT OWNER'S OR CONTRACTOR'S RISK

FLEMING LUMBER COMPANY

9250 SAN FERNANDO ROAD
LOS ANGELES, CALIFORNIA 90063
256-2267 • 241-3148

REMIT TO:
2015 N. Batavia
Orange, California, 92665
SHEET NO.

Lundeen Coatings Assoc.
3057 Rosswell Street
Los Angeles, California 90065

DATE	INVOICE NO.	CHARGES	CREDITS	BALANCE
		BALANCE FORWARD		
FEB 11 72	662.29	12.60		12.60 *
MAR 02 72	670.76	9.92		22.52 *
MAR 09 72	674.28	19.85		42.37 *
MAR 16 72	33		12.60	29.77 *
APR 14 72	47		29.77	00 *
JUL 05 72	726.00	61.36		61.36 *

PLEASE REMIT TO:
FLEMING INDUSTRIES
2015 N. BATAVIA
ORANGE, CALIF. 92665

TERMS: NET 10th PROX
ALL CLAIMS FOR SHORTAGE MUST BE MADE WITHIN 5 DAYS. 10% HANDLING CHARGE FOR ALL MATERIAL RETURNED. A SERVICE CHARGE OF 1½% PER MONTH ON THE UNPAID BALANCE WILL BE MADE ON ALL ACCOUNTS WHICH ARE PAST DUE.

DECLARATIONS

Prior Number NEW

GENERAL LIABILITY—AUTOMOBILE POLICY

Item 1. Agency No.

Named Insured & Address

7762-39-92

STATE OF OREGON, STATE HIGHWAY
DIVISION OF THE DEPARTMENT OF
TRANSPORTATION
Room 121, State Highway Building,
Salem, Oregon 97310

Producer's Name & Address

Jackson Holmes
Pasadena, California

FEDERAL INSURANCE COMPANY
Incorporated under the Laws of New Jersey
(A stock insurance company, herein called the company)

CHUBB & SON INC.
Manager
90 John Street, New York, N.Y. 10038

Named Insured is ☐ Individual ☐ Partnership ☐ Corporation ☐ Joint Venture ☒ Other GOVERNMENT ENTITY

Item 2. Policy Period: 12:01 A.M. standard time at the address of the Named Insured as stated From: 6-30-72 To 6-30-73 Audit Period—Annual unless otherwise stated below

Item 3. Insurance is afforded only with respect to the Coverage Part(s) specified by a premium charge:

Coverage Part	Advance Premium	Coverage Part	Advance Premium
	$		$
Comprehensive General Liability Insurance	$	Comprehensive Automobile Liability Insurance	$
Personal Injury Liability Insurance	$	Automobile Medical Payments Insurance	$
Contractual Liability Insurance (Blanket)	$	Protection Against Uninsured Motorists Insurance	$
Contractual Liability Insurance (Designated Contracts Only)	$	Automobile Physical Damage Insurance (Fleet Automatic)	$
Premises Medical Payments Insurance	$	Automobile Physical Damage Insurance (Non-Fleet)	$
Owners', Landlords' and Tenants' Liability Insurance	$	Automobile Physical Damage Insurance (Dealers)	$
Manufacturers' and Contractors' Liability Insurance	$	Garage Insurance	$
Owners' and Contractors' Protective Liability Insurance (Coverage for Operations of Designated Contractor)	$ 129.00		$
Comprehensive Personal Insurance	$		$
Farmowner's Comprehensive Personal Insurance	$		$
Farmowner's Medical Payments Insurance	$		$
Excess Limits Charge-	$ 35.00		$
		TOTAL ADVANCE PREMIUM	$ 164.00

Authorized Representative
7-5-72

Form No 21000 F. (Rev 3 68)

PRODUCER'S

Chairman

J 6352 (30M)

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JUN 27 1972

FOR FILING

7782

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 27, 1972

TO MEMORANDUM TO THE FILE

FROM C. G. Swenson
Specifications Engineer

SUBJECT Attached telegram from Klaas Bros., Inc., relative to Columbia R. (Astoria) Bridge Painting Project

The attached telegram was received on June 26, 1972. The bids for the project are to be opened on June 29, 1972.

The specifications for the project require the cleaning of all steel to white metal which would require the removal of any rusted mill scale.

I have discussed this matter with Walt Hart, Al Rear and Dean Mandrell. It was a consensus that there may be some rusted mill scale under the paint but that no one knows to what extent and that it would be impossible for us to give bidders any meaningful information relative to this. It is also felt that bidders should be able to determine to their own satisfaction the cost of blast cleaning based on experience, spot scraping, etc.

It was determined to open bids on the project on June 29, 1972, as advertised.

CGS:jh
cc: Al Rear
John Jenkins

RECEIVED
JUN 29 1972
FOR FILING
7782

western union

Telegram

cy Greene-Tennessee
cy Kenow
6-26

924A PDT JUN 26 72 LA025
SPJ013 SPF053 L LSB166(1119)(1-003619A177)PD 06/25/72 1113
ICS IPMLSLM LSA
ZCZC 01543 M MR NL PDF LOS ANGELES CALIF (JUN) 24
PMS STATE OF OREGON OREGON STATEHIWAY DIVN
WUX ATTN MR GEORGE M BLADWIN SALEM ORG

RECEIVED
JUN 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

REFERENCE MAINTENANCE PAINTING COLUMBIA RIVER ASTORIA BRIDGE PROPOSAL TO BE RECEIVED JUNE 29 1972. GENTLEMEN SPECIAL ATTENTION IS CALLED TO THE FACT THAT THE INFORMATION TO BIDDERS ON THE ABOVE REFERENCED PROJECT IS SILENT ABOUT THE MAGNITUDE OF THE TYPE MIL SCALE EXISITING UNDERNEATH THE PRESENT PAINT SYSTEM. PRESENCE OF MIL SCALE CAN NOT BE DETERMINED BY A VISUAL INSPECTION OF THE BRIDGE. THIS MIL SCALE WILL CREATE SUBSTANTIAL ADDITIONAL COSTS ON THIS PROJECT IF IT IS NOT TAKEN INTO ACCOUNT

NOTED
TOM EDWARDS

IN THE INFORMATION TO BIDDERS. IT WILL RESULT IN ADDED WORK TO THE CONTRACTOR AND THEREBY COST CLAIMS FOR ADDITIONAL COMPENSATION. BECAUSE OF OUR PREVIOUS EXPERIENCES ON THE SUBJECT BRIDGE INVOLVED, WE HAVE ACTUAL KNOWLEDGE OF THE MIL SCALE PROBELM AND IN PUTTING TOGETHER OUR BID PRICE WE WILL TAKE IT INTO ACCOUNT. WE RESPECTFULLY SUBMIT THAT IN ORDER NOT TO DESTROY THE COMPETITION WHICH THE LAW EXPECTS TO EXIST AND THEREBY GIVE BENEFITS TO OREGON AND ITS CITIZENS, THAT AN AMENDMENT BE MADE TO THE SPECIFICATIONS NOTIFYING ALL PROSPECTIVE BIDDERS OF THE MIL SCALE PROBLEMS.
RESPECTFULLY
KLAAS BROS INC

SF-1201 (R5-69)

OREGON STATE
HIGHWAY DIVISION
7782

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 21, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT

Footpaths and Bicycle Trails
June 29 Bid Letting

Bids will be taken June 29, 1972, on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project:

1. Rickreall-Independence Junction Section
Willamina-Salem Highway, Polk County
Grade, Pave, Structures, Signal Project

Sidewalks will be provided for 1 mile on the easterly end of the project, ending at the intersection of the old highway.

2. Canyon Creek Bridge Section
Woodburn-Estacada Highway, Clackamas County
Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established. . .if. . .the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

(more)

3. Esplanade Street-Fort Klamath Road Section
Klamath Falls-Malin Highway (FAS 415), Klamath County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. 2nd Street-Spruce Street (La Grande) Section
La Grande-Baker Highway, Union County
Signal and Sign Project

Same as No. 3.

5. Humbug Creek Bridge Section, FAS 912, Clatsop County
Grade, Pave, Structure Project

Same as No. 2.

6. Boones Ferry Road-Pacific Highway East Section
Hillsboro-Silverton Highway, Marion County
Grade, Pave, Signals, Structure Project

Same as No. 2.

7. Oregon Coast Highway at Broadway (Seaside) Section
Oregon Coast Highway, Clatsop County
Traffic Signal Project

Same as No. 3.

8. Mt. Angel (Garfield Street) Section, Marion Co.
Grade, Pave Project

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 3(a) which states that "The amount expended by the commission or by a city or county as required or permitted by this section shall never in any one fiscal year be less than one percent of the total amount of the funds received from the highway fund. However, this subsection does not apply to a city in any year in which the one percent equals $250 or less."

9. Stayton (Locust Street) Section, Marion County
Grade, Pave Project

Same as No. 8. This street has existing sidewalks.

(more)

10. Jefferson (Church Street) Section, Marion County
Grade, Pave Project

Same as No. 8.

11. Columbia River (Astoria) Bridge
Oregon Coast Highway, Clatsop County
Painting Project

Same as No. 3.

12. Charleston (South Slough) Bridge
Cape Arago Highway, Coos County
Painting Project

Same as No. 3.

13. Dabney State Park, Multnomah County
Grade, Pave, Park Facilities Project

Footpaths and trails will be provided under this project.

14. Antelope Creek Bridge, Bigham-Brown Road, Jackson Co.
Structure Project

Same as No. 2.

Those matters will be on the agenda for the June 27 meeting and your approval is requested.

JDM:jp ia
bc Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
V. D. Wolfe
C. G. Swenson
Gary Sund
Gary Ross

RECEIVED
JUN 13 1972

FOR FILING

7782

June 16, 1972

Mr. Frank A. Klaas, President
Klaas Bros., Inc.
2012 Hyperion Avenue
Los Angeles, California 90027

Dear Mr. Klaas:

Reference is made to your June 15 letter concerning the maintenance painting contract for the Columbia River (Astoria) Bridge.

You are correct that the low bid had proven errors, and because of the amount of time it has taken to resolve this matter, it has been decided to readvertise the project on the June 29 letting. This agrees with the procedures outlined in our bidding documents.

We hope you will continue to submit bids for highway projects.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

FBK:la

bc George M. Baldwin
Tom Edwards
E. S. Hunter
Floyd Query
L. H. Young

KLAAS BROS. INC.

2012 HYPERION AVENUE
LOS ANGELES, CALIFORNIA 90027
661-1158

Klaas
copy
Baldwin
Edwards

June 15, 1972

State of Oregon
Oregon State Highway Division
Salem, Oregon

Attention: Mr. George M. Baldwin

Reference: Maintenance Painting
Columbia R. (Astoria) Bridge
Proposals Received April 27, 1972

Gentlemen:

As you are aware, this Corporation has previously successfully completed complicated coating work to your complete satisfaction. We know you recognize us as being highly competent in our line of endeavor and you appreciate our interest in joining in competitive bidding for the opportunity to perform coating projects for you and in turn for the people of the State of Oregon.

We have recently submitted a bid on the above noted project. Your records will show to you that we were the second bidder and that there was a difference between our price and that of the low bidder of approximately 35%. The third bidder was approximately 3% higher than our bid.

A review of the bids submitted at the April 27, 1972 bid opening revealed that the apparent low bidder was not in fact the low bidder. The bid obviously had errors in it which demonstrated it was neither responsive nor competitive. This is now proven by the fact that the bid has been withdrawn or disregarded.

The remaining bids demonstrate the usual expected and regular processes associated with competitive bidding for public works. The second and third bids are within a very close range. It is only fair, reasonable and legal that you award this contract to the second bidder, Klaas Bros., Inc. Any other procedure will effectively destroy the accepted and

intended processes of competition for this work. Klaas Bros., Inc. has expended a substantial amount of money and time in preparing its bid on this project. Any rebidding activity you might call for will cause irreparable damage to Klaas Bros., Inc. and will be an illegal action on your part.

In consideration of these facts, we request that the contract for painting the Astoria Bridge be awarded to Klaas Bros., Inc. as the low responsive bidder.

Sincerely,

KLAAS BROS., INC.

Frank A. Klaas
President

FAK:lm

RECEIVED
JUN 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 12, 1972

To Oregon State Highway Commission

ORIGINAL SIGNED BY
F. B. KLABOE

From F. B. Klaboe
Acting State Highway Engineer

Contract 7736

Subject Columbia River Bridge at Astoria
Maintenance Painting Contract

On April 27, 1972, the State received bids for maintenance painting of a portion of the Columbia River Bridge at Astoria. Clark Painting Company of Concord, California was low bidder on this job.

The contractor returned the contract forms forwarded to him unsigned; subsequently, he claimed a patent error and submitted work papers in support thereof.

Examination of the work papers submitted, combined with a bid which was approximately $107,000 below the engineers' estimate, indicates a patent error. The amount of the bid was $179,451 and the engineers' estimate is $286,300. This matter has been discussed with the Chief Counsel, and he agrees with our analysis. The contractor has requested that his bid bond be returned.

It is recommended that the bid bond be returned to the Clark Painting Company and that the project be re-advertised.

This matter will be on the agenda for your consideration at the June 27 meeting.

cc Floyd Query
George M. Baldwin
Tom Edwards
A. E. Johnson
Lloyd P. Shaw
E. S. Hunter
L. H. Young
W. J. Hart
V. E. Skoog
L. I. Lindas
Gary Ross
Gary Sund

RWE:ag ms

FOR FILING

7782

May 17, 1972

Clark Painting Company
130 North San Miguel Road
Concord, California 94520

Attention: Charles Clark

Gentlemen:

This afternoon we received your letter of May 15, 1972, stating that you did not wish to accept Contract No. 7736 at $179,451 for painting the Astoria Bridge. You also requested release of your bid bond.

When action has been taken on your request, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm
cc George Baldwin
Tom Edwards
F. B. Klaboe

CLARK PAINTING COMPANY

INDUSTRIAL COATING AND SANDBLASTING

130 NORTH SAN MIGUEL RD., CONCORD, CALIF. 94520 • (415) 686-1550

May 15, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query

Gentlemen:

Thank you for your letter of May 8, 1972.

After careful consideration, we feel that the only prudent action we can take is to advise you that we do not wish to accept Contract Number 7736 for $179,451.00. We therefore request that the Commission forgive our 10% bid bond in view of the mistake which we described in our April 28 letter.

Thank you for your courtesies and consideration in this matter.

Yours truly,

CLARK PAINTING COMPANY

By Charles N. Clark

CWC:js

RECEIVED
MAY 17 1972
OREGON
STATE HIGHWAY COMMISSION

HOME OFFICE 11607 MARK TWAIN DRIVE • BRIDGETON, MISSOURI 63042 • (314) 731-2233

RECEIVED
MAY 8 - 1972
FOR FILING
7782

May 8, 1972

Clark Painting Company
170 North San Miguel Road
Concord, California 94520

Attention: R. B. Milligan

Gentleman:

On May 4 we wrote to you advising that the Commission had awarded to your Company Contract No. 7736 in the amount of $179,451 for painting the Astoria Bridge.

On April 28, the day following the opening of bids, you wrote a letter to Mr. Walt Hart, Bridge Engineer, stating that you had made an error in the submission of this bid and you submitted with your letter work sheets showing how the error occurred. Your letter also inquired as to the possibilities of relief available.

We cannot permit the revision of a bid after it is submitted. If you do not wish to accept a contract for the bid which you submitted, you should advise us in writing that you do not wish to accept the contract and ask the Commission to forgive your 10% bid bond on the basis of an honest mistake made in your calculations.

By this time you may have received a tabulation of the bids that we received on April 27. If not, we should point out to you that your low bid of $179,451 was followed by a second low bid of $286,400 and a third bid of $298,998. We might add that the second and third low bids are compatible with our estimate. Please let us know as soon as possible what action you wish to take.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:kl

bc F. B. Klaboe
A. E. Johnson
Walt Hart
L. I. Lindas

CLARK PAINTING COMPANY

INDUSTRIAL COATING AND SANDBLASTING

130 NORTH SAN MIGUEL RD., CONCORD, CALIF. 94520 • (415) 686-1550

April 28, 1972

Oregon State Highway Department
Highway Building
Salem, Oregon

Attn: Mr. Walt Hart
Bridge Engineer

Re: Maintenance Painting
Columbia R. (Astoria)
Bridge

Gentlemen:

Regarding our bid for the referenced project, we have discovered an error in our recapitulation sheet.

We were waiting for last minute quotes on abrasives delivered to the job site, and neglected to insert that figure. The value of the abrasive delivered to the site is $35.00 per ton plus overhead and profit.

Enclosed is a photo copy of our original estimate, plus a revised estimate incorporating the additional cost of the abrasive.

Naturally, when we noted the extreme difference between our bid and the second bid, we reviewed our entire estimate very carefully. We feel that the balance of our estimate is correct, however, and would have no qualms about performing the work if our error were corrected in the manner shown in our revised estimate sheet (attached).

RECEIVED
MAY 1 1972
BRIDGE DIVISION

HOME OFFICE 11607 MARK TWAIN DRIVE • BRIDGETON, MISSOURI 63042 • (314) 731-2233

Will you please advise as to what possibilities of relief may be available to us in this situation.

Yours very truly,

CLARK PAINTING COMPANY

R. B. Milligan

RBM:bam
Attach.

RECEIVED
MAY 1 - 1972
OREGON
STATE HIGHWAY COMMISSION

PROJECT Astoria Bridge 1290 tons = 184.1 #/ton ESTIMATE NO.

LOCATION Astoria, Oregon SHEET NO. 1

ARCHITECT ENGINEER Oregon State Highway DATE 4/27/72

SUMMARY BY DJE PRICES BY RPorn CHECKED BY

DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL ESTIMATED MATERIAL COST	UNIT PRICE	TOTAL ESTIMATED LABOR COST
Spans 4 thru 11						
Rope on and off and set-up 4 man crew - 2 days x 8 hrs	64	hrs				
Rig 8 spans - 2 cables each 4 man crew - 1 day per cable x 16 cables x 8 hrs	512	hrs				
Mark at gussets - 182 locations 2 hrs per location	364	hrs				
#5 Blast and prime - 7 man crew (4 : 2 : 1 hrs) 3000 #/day = 79 days x 7 x 8	4424	hrs				
Striping coat - 25% of surface (59,375 #) 3 man crew - 5000 #/day = 12 days x 3 x 8	288	hrs				
Vinyl Wash - 3 man crew - 10000 #/day - 15 days x 3 x 8	360	hrs				
1st coat vinyl - 3 man crew 10,000 #/day = 24 days x 3 x 8	576	hrs				
2nd coat vinyl - Same	576	hrs				
Total	7164	hrs			7E	56954-
Sand 6 lbs/#	712.5	tons		✓		
Compressors 2 - 1200's @ 6 hrs	12.	hrs	140-	2800-		
Diesel fuel 79 days x 200 gals	15,800	Gals	.20	3160-		
Zinc 175 #/gal - Lime 1357 200 #/gal Stripe 297	1655	gal	985	16302-		
Vinyl wash 400 #/gal	600	gal	424	2544-		
Vinyl 30% less - 6 mils 50 #/gal	4750	gal	481	22848-		
Paint - allow	900	gals	2.00	1800-		
Masking and misc.	allow			300-		
Subsistence 2 man 26 wks	52	wks	98.00	5096-		
Transport	allow			3000-		
Travel 2 men - 2 days x 8	32	hrs	8.00	256-		

FRANK H. WALKER CO. PUBLISHERS - LOS ANGELES

PROJECT Astoria Bridge — ESTIMATE NO.

LOCATION — SHEET NO. 2

ARCHITECT ENGINEER — DATE

SUMMARY BY — PRICES BY — CHECKED BY

DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL ESTIMATED MATERIAL COST	UNIT PRICE	TOTAL ESTIMATED LABOR COST
Bal Forward				58106-		56954-
Sch Tax & insurance					.21	11960-
Welfare	7164	hrs			.73	5230-
OH Mat.			.10	5811		
OH Labor	7164	hrs			35	25074-
				63917		99218
				99218	←	
				163135		
10% Profit				16314		
				179449-		
Bid #179450.00						

FRANK H. WALKER CO., PUBLISHERS, CHICAGO

RECAPITULATION

Astoria Bridge — Corrected

ESTIMATE NO.

SHEET NO. 2C

DATE

PRICES BY

CHECKED BY

DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL ESTIMATED MATERIAL COST	UNIT PRICE	TOTAL ESTIMATED LABOR COST
Bal Forward				58106-		56954-
Correction for abrasive	712.5	tons	35¢	24938-		
				83044-		
Labor tax & insurance					.21	11960-
Welfare	7164	hrs			.73	5230-
Oth Material			.10	8304-		
OH Labor	7164	hrs			35¢	25074-
				91348-		99218-
				99218 ←		
				190566-		
10% Profit				19057		
				209623-		

PROJECT Astoria Bridge
LOCATION Astoria, Oregon
ARCHITECT / ENGINEER
CLASSIFICATION Bridge Re-Paint -

ESTIMATOR LC
EXTENSIONS
CHECKED

ESTIMATE NO.
SHEET NO. 1
DATE 4/27/72

DESCRIPTION	NO.	DIMENSIONS			ESTIMATED QUANTITY	UNIT
Beams (typical for all Spans)						
Box cords	2	12"ϕ	1.25	351	10530	
Stringers						
24WF76	4	—	6.2	351	8705	
Floor Beams						
Web 48"	13	4.0	2.0	35.0	3640	
T. flange 14"	13	1.17	2.0	35.0	1065	
B. flange 19"	13	1.17	2.0	35.0	1065	
Floor beam Stiff.						
L 4X3½	104	—	1.3	4.0	541	
L 4X3½	104	—	1.3	2.0	270	
L 4X4	52	—	1.3	4.0	270	
Int stiff 4"	39	0.33	2.0	4.0	103	
@ L3:L5						
12I 31.8	4	—	3.6	25	360	
Stiff 6½"	96	0.54	2.0	4	415	
Lateral						
ST5WF24.5	8	—	2.5	45.6	912	
ST5WF19.5	4	—	2.2	45.6	401	
ST4WF15.5	4	—	2.0	45.6	365	
ST4WF14	8	—	1.8	45.6	657	
Diagonals						
@ L0-Box	4	4.6	1.0	4.6	339	
L0-Lat.	4	2.5	2.0	4.0	80	
L1-Box	4	1.5	4.0	4.0	96	
L1-Lat.	4	3.0	2.0	4.0	96	
L2 Box	4	5.0	1.0	4.5	360	
L2 Lat.	4	3.0	2.0	4.0	96	

QUANTITY SHEET

PROJECT | ESTIMATOR | ESTIMATE NO.

LOCATION | EXTENSIONS | SHEET NO. 2

ARCHITECT ENGINEER | CHECKED | DATE

CLASSIFICATION

DESCRIPTION	NO.	DIMENSIONS				ESTIMATED QUANTITY	UNIT
Structo							
L3 Bot	4	4.0	4.0	1.5	96		
L3 lat.	4	4.0	2.0	2.5	80		
L4 Bot	4	5.0	4.0	4.0	320		
L4 lat.	4	3.0	2.0	3.0	72		
L5 Bot	4	1.5	4.0	4.0	96		
L5 lat.	4	3.0	2.0	2.5	60		
L6 Bot	2	4.0	4.0	5.0	160		
L6 lat.	2	4.0	2.0	3.0	48		
		TOTAL SPANS			31298		
①	X	7 spans			219086		
② Rocker Shoes	16	–	100#	–	1600		
Exp joint	8	–	7#/f	32	1792		
	Items ①②③				222478		
Span 4					15022		
	Grand total				237500 #		

OJECT Astoria Bridge — ESTIMATOR — ESTIMATE NO.

CATION — EXTENSIONS — SHEET NO. 3

CHITECT / GINEER — CHECKED — DATE

ASSIFICATION

DESCRIPTION	NO.	DIMENSIONS			ESTIMATED QUANTITY	UNIT
Span 4						
Web 90"	4	7.5	2.0	149	8940	
Btm flange 20"	4	1.67	2.0	149	1991	
Top flange 16"	4	1.33	1.0	149	793	
Long Stiff 4"	4	0.33	2.0	149	393	
Int. Stiff 5"	144	0.42	2.0	7.5	907	
Cross stiff 5"	16	0.42	2.0	7.5	101	
End Frame						
8 L	3	—	2.2	8.0	53	
18 L	3	—	4.4	8.0	106	
Cross frame						
L 4X3	24	—	1.2	7.0	202	
L 3X3	48	—	1.0	10.0	480	
Gussets	24	—	6#	—	144	
Laterals						
ST 4½X6	32	—	1.8	10	576	
Gussets	28	—	12#	—	336	
Total Span 4					15022 #	

FRANK B. WALKER CO., PUBLISHERS, CHICAGO

RECEIVED
APR 20 1972
FOR FILING

file

7782

OFFICE OF THE CITY MANAGER
1095 DUANE STREET
325-5821

CITY OF ASTORIA OREGON
FOUNDED · 1811

April 17, 1972

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Query:

We note you will be letting bids for painting maintenance on the Astoria Bridge on April 27, 1972.

May we assume you have taken the problem of drifting spray into consideration? We have not seen a copy of the specifications so I do not know what conditions you have imposed on the successful bidder.

Sincerely yours,

THE CITY OF ASTORIA

Dale F. Curry
Dale F. Curry
City Manager

DFC:pr
cc: Mr. Bruce J. Clausen, City Engineer

4-20

Bruce -

I am sending a copy of this letter to our Bridge Engineer, Walter J. Hart. Perhaps he can let you know what can be done re drifting spray paint.

Floyd Query
Secty

NOTED
FLOYD QUERY

RECEIVED
FOR FILING
2782

DATE March 28, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
April 27 Bid Letting

Bids will be taken April 27, 1972 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. S. E. Foster Road-S. E. Causey Avenue Section, East Portland Freeway, Multnomah and Clackamas Counties
Grade and Structures Project

   Sidewalks are being provided on overcrossing structures and various locations throughout the length of the project.

2. N. Columbia Boulevard-Marquam Bridge Section, Pacific Highway, Multnomah County
Sign, Illumination and Safety Project

   No footpaths or bicycle trails are incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Arlington and Line Sections, Columbia River and Old Oregon Trail Highways, Gilliam and Baker Counties
Pneumatic Applied Mortar Project

   Same as Number 2.

4. La Grande Section, Old Oregon Trail Highway, Union County
Roadside Improvement Project

Same as Number 2.

5. Ross Island Bridge-Roadway Street Section, Pacific Highway East, Multnomah County Roadside Improvement Project

Same as Number 2.

6. Rickreall-Independence Junction Section, Willamina-Salem Highway, Polk County
Grade, Pave, Structure and Sign Project

Sidewalks are being provided on this project.

7. Sodaville Road-Vail Creek Section, Santiam Highway, Linn County
Grade and Pave Project

Sidewalks are being provided on this project.

8. 5th Street-Oak Street (Phoenix) Section, Rogue Valley Highway, Jackson County
Grade and Pave (Co-op.) Project

Sidewalks are being provided on this project.

9. S. E. 17th Street and Powell Boulevard Section, Mt. Hood Highway, Multnomah County
Grade, Pave and Structure Project

Sidewalks are being provided on this project. Previously on January 11 meeting agenda.

10. Gales Creek Road at "E" Street and Pacific Avenue at "B" Street (Forest Grove) Section, Washington County
Grade, Pave, Signals and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicated an absence of any need for such paths and trails."

11. Newmark Street-South City Limits (North Bend) Section, Broadway Street, Coos County
Grade and Pave Project

Same as Number 10.

12. Columbia River Highway-Old Portland Road Section, FAS 574 (Cable Road), Columbia County
Grade, Pave and Signal Project

Paths and trails will not be established under this project inasmuch as the cost of establishing such paths or trails would be excessively disproportionate to the need and use. Location/design approval for the project was given November 3, 1969. Subsequently, right-of-way and design criteria was established in 1970, which was before the effective date of ORS Chapter 376 as adopted by the 1971 legislature. Columbia County has already acquired the necessary right-of-way for the project based on a roadway consisting of two 12-foot travel lanes and 8-foot paved shoulders. To revise the roadway at this time and require the County to return to the property owners for additional right-of-way to accommodate a footpath or bicycle trail would cause unwarranted expense to the County.

13. Thompson Falls (MP 12.4) Slide Section, FAS 608, Lewis & Clark Road, Clatsop County
Slide Correction Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

14. Little Nestucca River (Header) Bridge Section, Little Nestucca Highway, Tillamook County
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established...if...the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use.

15. Delta Highway-Coburg Road (Eugene) Section, Willamette Bikeway, Lane County
Grade and Pave Project

Provides a bike route along the Willamette River. Previously on February 22 meeting agenda.

16. Columbia River (Astoria) Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

17. Youngs Bay Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

18. Charleston (South Slough) Bridge, Cape Arago Highway, Coos County
Painting Project

Same as Number 13.

19. Cascade Highway at Otty Road Section, Clackamas County
Traffic Signal Project

Same as Number 13.

20. Pacific Highway West at Villa Road (Newberg) Section, Pacific Highway West, Yamhill County
Traffic Signal Project

Same as Number 13. Previously on February 22 meeting agenda.

21. Mary S. Young State Park, Clackamas County
Grade, Pave and Building Project

Footpaths will be established within the park.

22. Cedar Hills Boulevard Interchange, Sunset Highway, Washington County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

23. Harmony Road Interchange-Cascade Highway Section, Clackamas Highway, Clackamas County
Roadside Improvement Project

Same as Number 22.

These matters will be on the agenda for the April 6 meeting and your approval is requested.

JDM:jp ta

bc Floyd Ouery
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
Victor D. Wolfe
Gary Sund
Gary Ross

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

March 21, 1972

7782.

OM McCALL
GOVERNOR

MMISSIONERS
METKE, Chairman
LLAGHAN, Member
L. KELLY, Member
A. MOORE, Member
W. WHITTAKER, Member
V. McKEAN
Game Director

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

NOTED
E. B. KLABOE

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

This is in reply to your letter of February 24, 1972, regarding the preliminary plans for the following projects:

1. S. E. Foster Road - S. E. Causey Avenue Section
East Portland Freeway, Multnomah and Clackamas Counties

2. Newmark Street - S. City Limits (North Bend)
City Street, Coos County

3. Columbia River (Astoria) Bridge
Oregon Coast Highway, Clatsop County

NOTED
E. S. HUNTER

4. Youngs Bay Bridge
Oregon Coast Highway, Clatsop County

We have received a copy of the letter to your office dated February 29, 1972, from Burt Carnegie of the Fish Commission of Oregon. We concur in their comments, and especially in their remarks regarding the Johnson Creek channel change, contained in the letter on this phase submitted to Mr. Victor Wolfe on February 2, 1972.

Thank you for the opportunity to comment.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

RECEIVED
MAR 22 1972
OFFICE OF
STATE HIGHWAY ENGINEER

3-22-72
REFERRED TO
Sheronda Hall-Young
BY OREGON STATE HIGHWAY COMMISSION

ROK:js

NOTED
R. L. SCHROEDER

cc: Dir FCO

RECEIVED
FOR FILING

STATE OF OREGON 1859

7782

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member

February 29, 1972

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

Attention Frank Hall

Hall
A. Olson
Terpin
Scott
Swenson
K. Olsen

RECEIVED
MAR 1 - 1972
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Prepare Reply ☐
Discuss With Me ☐
Return To _____
Bring Up _____
Other _____

Dear Mr. Baldwin:

The following proposed projects transmitted to us by your letter of February 24, 1972 have been reviewed.

1. S. E. Foster Road - Causey Avenue Section, East Portland Freeway.

   Please refer to our fishery recommendations on the Johnson Creek crossing in our letter to Mr. Victor Wolfe dated February 2, 1972. We noted also in the preliminary plans submitted that there is a large expanse of concrete bank along the channel change that might be minimized by steeping the slopes.

2. Newmark St. - S. City Limits (North Bend), Coos County

3. Columbia River (Astoria) Bridge, Painting

4. Youngs Bay Bridge, Painting

We anticipate no fishery conflicts on numbers 2, 3 and 4 above providing water quality standards are maintained.

NOTED
E. S. HUNTER

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

cc: E.S.Hunter
L.H.Young
W.J.Hart (4)
C.G.Swenson
W.H.Tebeau
F.E.Terpin (4)
L.W.Rulien (2)
J.H.Versteeg (2)
J.B.Boyd (4)

cc Oregon Game Commission

Enclosure

RECEIVED
MAR 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7783 4th St.-Wash. Ave. (Baker) Sec. 1972
of La Grande-Baker Hwy.
(Traffic signals)

Doc 091,4306
Dec. 13 '15

OREGON STATE HIGHWAY DIVISION

FORM A-199 (REV 1-73)

HIGHWAY DIVISION INVOICE

NO. 117654

DATE	BILLING REQ. NO.	YOUR ORDER NO.
8-1-75	CC 1499	

CODE: BAKERCY

•City of Baker
•City Hall
•Baker, OR 97814
•ATTN: Mr. George O. Hiatt, Manager

CREDIT DISTRIBUTION

1-0602-299	1,309.33
1-0603-299	5,290.59

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: TOPICS Project T-5004(2) and EHS -T5004(3) 4th Street - Estes Avenue - See Ina 13 B '76 City of Baker			
Covered by agreement dated 10-8-71. Contract No. 7783			
Advance Deposit CLR-DT File No. 500403			
Amount previously transferred		11,500.00	
		6,500.00	
City's share per attached sheet			5,000.00
Amount previously transferred		13,099.92	
		6,500.00	
			6,599.92
BALANCE DUE FROM CITY			$1,599.92

RECEIVED
COUNTY & CITY SECTION
AUG 4 - 1975
ENGR. ☐ COOR. ☑ UE ☐ AE ■ UE
☑ UPE ☑ CE ☑ RE ☐ RAE ☐

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67306-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Baker
City Hall
Baker, Oregon 97814
Attention of Mr. George O. Hiatt, Manager

Request No. (assigned by staff engineer or head of section) CC 1499

Date July 16, 1975

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5004(2) and EHS-T-5004(3)
4th Street - Estes Avenue
City of Baker

Covered by agreement dated 10/8/71.
Contract No. 7783

Itemized Statement: CLR-DT File No. 500403 Advance deposit $11,500.00

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	$11,500.00	
		Amount Previously Transferred	6,500.00	$5,000.00
		City's share per attached sheet	$13,099.92	
		Amount Previously Transferred	6,500.00	$6,599.92
		BALANCE DUE FROM CITY		$1,599.92
		(Attached itemized statement to voucher)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $11,500.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $6,500.00

Give the number of the last previous request in connection with this same service. CC 1315

Credit distribution:
1-0602-299 $1,309.33
1-0603-299 $5,290.59

Submitted by:
Gary E Zehner
Gary E. Zehner, Urban Program Engineer

Approved:
Regional Engineer

Approved:
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: July 16, 1975

CITY Baker **Contract No.** 7783 **Date Completed** 10/23/73
EHS-T-5004(3)
PROJECT #T-5004(2) **Section** 4th Street - Estes Avenue

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payments to Contractor	
SFO No. 1 Remove and Replace existing signs	$51,029.34
SFO No. 2 Pretimed controller	114.14
Construction Engineering	1,180.00
Preliminary Engineering	7,937.29
TOTAL PROJECT COST	5,793.66
	$66,054.43
Federal Aid funds collected:	
Preliminary engineering	$ 3,174.99
Construction	36,679.60
Amount to be shared by State and City	$26,199.84
City share per agreement dated 10/8/71	
50% of $26,199.84	$13,099.92
City's advance deposit	11,500.00
BALANCE DUE FROM CITY	$ 1,599.92

Reference: Billing Form CC 1499

(MEMORANDUM)

FORM APPROVED
COMPTROLLER GENERAL
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Final Voucher

D.O. VOUCHER NO.

VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

FEDERAL AID PROJECT NO.

F-5004(2) BAKER

VOUCHER PERIOD: FROM 7-3-72 TO 6-13-74

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$5,793.66	$4,988.20	63.65%	$3,174.99	$3,170.00	$4.99	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$4.99

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	4th St. - Estes Ave. (Baker) Section					
	Baker County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering		All Required		$4,988.20	
	Total Preliminary engineering Cost				4,988.20	
	Total Participating Cost				$4,988.20	
	Nonparticipating Items					
	Preliminary Engineering		All Required		$ 805.46	
	Total Nonparticipating Cost				805.46	
	Total Cost				$5,793.66	

AMOUNT CARRIED FORWARD.....

APPROVED BY
COMPTROLLER GENERAL,
MAY 12, 1966

VOUCHER FOR ...
FEDERAL

(5)

(MEMORANDUM)

Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED
(PPM 30-6)

U.S. VOUCHER NO.

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

9-25-74

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: EHS-T-5004(3)

VOUCHER PERIOD: FROM 6-20-72 TO 9-25-74

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$60,260.77	$57,627.02	63.65%	$36,679.60	$33,544.00	$3,135.60	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V. E. Skoog
Controller

$3,135.60

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	4th St. - Washington Ave. (Baker) Section					
	Baker County					
	Construction					
	Type Code Y031					
	Traffic Signals (4 Intersections) (Contr. No. 7783)					
	Final Contract Payment Summary	Lump Sum			$51,829.34	
SFO	#1 Remove & replace existing Signs	All Required			106.13	
SFO	#2 Pretimed Controller	All Required			1,180.00	
	Total Construction Cost				$53,115.47	
	Construction Engineering					
	State	All Required			$ 5,311.55	
	Liquidated Damages					
	Final Contract Payment Summary	Lump Sum			(800.00)	
	Total Participating Cost				$57,627.02	
	Nonparticipating Items					
SFO	#1 Remove & replace existing signs	All Required			$ 8.01	
	Construction Engineering	All Required			2,625.74	
	Total Nonparticipating Cost				2,633.75	
	Total Cost				$60,260.77	

AMOUNT CARRIED FORWARD.....

FORM PR-20A (6-71)

GPO 914-021

Summary of Completed Federal Aid Work

4th St. Washington Ave. (Baker) Section

EHS-T-5004 (3)

Description	Type Code	Total Cost	F.A. Funds	Total Length
Traffic Signals (4 Intersections)	Y031	$60,260.77	$36,679.60	0.00 Mile

EXCERPT FROM MINUTES OF MEETING ON APRIL 17, 1973

OF THE OREGON STATE HIGHWAY COMMISSION

EHS-T-5004(3)

Power City Electric, Inc., Contract No. 7783 on the LaGrande-Baker Highway in Baker County, requested an extension of 90 days. The Commission confirmed an extension of 126 days without assessment of liquidated damages. Federal Highway Administration concurred by letter on March 23, 1973.

	001	0602	901	00 P 1		107.51CR	1,442.23
	001	0602	901	00 N 1		167.51	167.51
	001	0602	905	00 P 1		131.15CR	1,725.47
	001	0602	905	00 N 1		131.15	126.23
	001	0602	910	00 P 1			57.12
	001	0602	911	00 P 1			1,123.20
	001	0602	911	00 N 1			1.09
	001	0602	911	01 P 1			84.08
	001	0602	914	00 P 1		1.88CR	144.28
	001	0602	914	00 N 1		1.88	2.05
	001	0602	920	00 P 1		29.46CR	12.50
	001	0602	920	00 N 1		29.46	25.78
	001	0602	921	00 P 1		458.97CR	399.32
	001	0602	921	00 N 1		458.97	450.63
			TOT	00			
			TOT	P1		827.47CR	4,988.20
			TOT	N1		827.47	805.46
			** JOB TOTALS **		**	**	5,293.66

TH STREET-WASHINGTON AVE CONT NO 7783 * FA PROJ NOS T 504003 100

	001	0603	201	00 P 1			51,829.34
	001	0603	203	00 P 1			800.000
	001	0603	276	01 P 1			106.13
	001	0603	276	01 N 1			8.01
	001	0603	276	02 P 1			1,180.00
	001	0603	296	00 N 9			40,044.000
	001	0603	298	00 N 9			33,544.00
	001	0603	299	00 N 9			6,500.00
	001	0603	900	00 P 1		2,189.16CR	5,311.55
	001	0603	900	00 N 1		2,294.98	2,625.74
	001	0603	914	00 P 1		1.03CR	
	001	0603	914	00 N 1		.27	
	001	0603	921	00 P 1		98.39CR	
			TOT	P1		2,288.63CR	57,627.02
			TOT	N1		2,295.25	2,633.75
			** JOB TOTALS **		**	6.62 **	60,260.77

UBURN AVE-ESTES AVE(BAKER) CONT NO 7982 FA PROJ NOS T 504004 100

	001	0604	201	00 P 1		606.89	18,266.02
	001	0604	204	00 N 9		882.96	
	001	0604	206	00 N 1		5.14	5.14

1183 — 9-23-74 — STATE COPY

cc: OSHD (H S Coulter
Wash DC (HHO-32)
Area Engr Nichols

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cst

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Baker	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
September 23, 1974	R. L. Peterson		FHS-T-5004(3)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
January 24, 1974	December 3, 1973	100 %	180 CD
APPROVED EXTENSIONS	**LOCATION**		
126 days	Four intersections in the City of Baker, Oregon.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

4TH STREET – WASHINGTON AVENUE (BAKER)
Traffic Signals

The subject project has been completed in conformance with approved plans and specifications; therefore, acceptance is recommended.

RECEIVED
SEP 27 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

9-27-74
cy Const.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: R. L. Peterson R.L Peterson for R. A. Nichols		SIGNATURE: E. J. Valach	
TITLE: Area Engineer	DATE: 9-23-74	TITLE: District Engineer	DATE: 9/25/74

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

7783

June 11, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. FHS-T-5004(3)

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Change Order Approval

Contract 7703, State Force Order No. 2

Project 4th St. - Washington Ave. (Baker)

Highway LaGrande - Baker

County Baker

The order covers State Forces changing signal cycle gears, changing heads and cam breakouts at Broadway and Main and exchanging the actuated controller at 4th and Broadway for a pretimed controller. The project will be credited for the actuated controller transferred to the State. These changes were requested by the City of Baker.

Attached are copies of letters from the Regional Construction Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on May 30, 1974.

Your approval as of May 30, 1974 is requested.

Attach.

JK:bz

7783

1-5

February 7, 1974

Mr. Virgil L. King
Office Manager
Power City Electric, Inc.
P. O. Box 2507
Spokane, WA 99220

Dear Sir:

Time Extension Request
Fourth Street-Washington Avenue (Baker)
Contract No. 7783

We have reviewed our analysis of the contract time charges to the subject project as requested by your January 22 letter to Mr. Klaboe. In our analysis we concurred that the difficulty encountered by Richelyn Enterprises was probably beyond your control and therefore allowed a new 180 calendar days from March 7, 1973 (the date the poles were reordered) for a revised completion of the project. This forecast a new completion date of September 3, 1973.

The contract revisions for which a previous 126-day time extension had been granted would no longer control the completion date. The stop work order issued for the June 3-July 8 period also had no effect on the completion date as you were awaiting the pole delivery during this period. We understand all poles were delivered August 15 except one.

The traffic signals were activated on September 19, 1973 and we are not assessing liquidated damages for any time charged after that date. You were also given the benefit of a stop work order from September 30 to October 20 while awaiting the last materials. In effect, the 16 days for which liquidated damages have been assessed were those from September 3, the new forecasted completion date, through September 19.

After a thorough review, we believe that the 50 1/2-day extension was equitable. It was recommended by the Resident Engineer and the Region Engineer. The 16 days of liquidated damages is small, considering the public did not have use of this facility until more than seven months after the original contract time had expired.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey
W. E. Schwartz (enc.)

JAB:WR:lb ja

POWER CITY ELECTRIC, INC.

ELECTRICAL CONTRACTORS

EAST 202 TRENT AVENUE, P. O. BOX 2507 – TERMINAL ANNEX, SPOKANE, WASHINGTON 99220 (509) 838-2571

TRI-CITIES OFFICE:
Bldg. #35, Pasco Airport
Pasco, Washington 99302

January 22, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTENTION: F. B. Klaboe

REGARDING: Contract No. 7783

Gentlemen:

We are in receipt of your letter January 15, 1974, granting us a time extension of 50½ days additional time on the subject project.

We previously sent to you our complete file substantiating our request for extension and further transmittals would be repetitious. However, we feel that we performed in the best possible manner to complete this project as quickly as possible considering all the delays in our obtaining necessary materials. Also, the "Stop Work" Order could have been issued sooner, which would have reduced the liquidated damage days.

Please review the above and our previous file on this matter in order that you may consider additional extension to eliminate the 16 days we are currently charged.

Thank you for your previous assistance on time extensions and your prompt review of the above as requested.

Sincerely,

POWER CITY ELECTRIC, INC.

Virgil L. King

Virgil L. King
Office Manager

VLK/mb

cc: Mr. Walt Babbitt
PCE - Pasco Br.

RECEIVED
JAN 25 1974
Office of
Assistant State Highway Engineer

NOTED
A. E. Johnson

RECEIVED
STATE HWY ENGR
JAN 24 '74
REFER TO
Contracts
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7783

January 28, 1974

American Casualty Co.
Washington St. at Madison
Reading, Pennsylvania 19601

Gentlemen:

A post-final payment for $2,525 will be made to Power City Electric, Inc. on Contract No. 7783 for work on the 4th Street-Washington Avenue (Baker) Section of the La Grande-Baker Highway in Baker County as soon as the warrant is prepared.

The total amount paid on this contract will be $51,029.34 including the post-final payment. Of the total, $432.34 is for force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

rw
cc Power City Electric, Inc.
East 202 Trent Avenue
Spokane, Washington 99202

bc C. T. Kensey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
W. E. Schuurtz

STATE COPY

7783

cc: OSHD (H S Coulter)
Region
Wash DC

1-24-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Baker	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
1-24-74	R. A. Nichols, Area Engineer	BHS-T-5004(3)

IN COMPANY WITH

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	100 %	100%

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND CORRECTION TAKEN
(* Not applicable for all contacts.)

FEB 11 1974
REGIONAL OFFICE

FOURTH STREET-WASHINGTON AVENUE (BAKER)
Traffic Signals

All of the work has been completed in reasonable conformance to the plans and specifications.

Acceptance is recommended.

RECEIVED
FEB 12 1974
Office of
Assistant State Highway Engineer

2-12-74
cy Conet

RECEIVED
STATE HWY ENGR
FEB 11 '74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

7783

POWER CITY ELECTRIC, INC.

TRI-CITIES OFFICE:
Bldg. #35, Pasco Airport
Pasco, Washington 99302

ELECTRICAL CONTRACTORS

EAST 202 TRENT AVENUE, P. O. BOX 2507 – TERMINAL ANNEX, SPOKANE, WASHINGTON 99220 (509) 838-2571

January 22, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTENTION: F. B. Klaboe

REGARDING: Contract No. 7783

Gentlemen:

We are in receipt of your letter January 15, 1974, granting us a time extension of 50½ days additional time on the subject project.

We previously sent to you our complete file substantiating our request for extension and further transmittals would be repetitious. However, we feel that we performed in the best possible manner to complete this project as quickly as possible considering all the delays in our obtaining necessary materials. Also, the "Stop Work" Order could have been issued sooner, which would have reduced the liquidated damage days.

Please review the above and our previous file on this matter in order that you may consider additional extension to eliminate the 16 days we are currently charged.

Thank you for your previous assistance on time extensions and your prompt review of the above as requested.

Sincerely,

POWER CITY ELECTRIC, INC.

Virgil L. King
Office Manager

VLK/mb

cc: Mr. Walt Babbitt
PCE - Pasco Br.

NOTED
F. B. KLABOE

7783

January 16, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Time Extension Request
4th St.-Washington Ave. (Baker)
Contract No. 7783

Power City Electric, Inc., requests an 83-day extension of contract time based on late delivery of signal poles. This was a Topics project to install inter-connected signals at four intersections in Baker. The contract time started August 21, 1972, with 180 days allowed, which expired February 13, 1973. A 126-day extension was granted March 30, 1973, due to Price Agreement changes requiring additional materials.

The pole supplier was originally to be Richolyn Enterprises which experienced business problems in late 1972 and ultimately ceased operations.

In March, 1973, the contractor was informed that Richolyn could not make delivery. This resulted in a delay beyond the control of the contractor. The poles were then re-ordered from another supplier.

Allowing the original contract time (180 days) to complete the project from the date the poles were re-ordered would extend the completion date to September 3, 1973. This would justify an additional 37-day extension. (July 28 to September 3)

On September 19, 1973, the signals were placed into operation. The remaining work was not significant and the contractor should not be charged for the last 13 1/2 days which were charged after the signals were in use.

I have, therefore, granted a 50 1/2-day extension, which will eliminate $2,525 in liquidated damages and will leave 16 days of liquidated damages in effect at $50 per day for a total of $800.

This is a Topics project and we have the concurrence of the Federal Highway Administration. This matter will be included in the report on time extensions on the agenda for your information at the January 30 meeting.

George M. Baldwin
C. W. Head
bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V.E. Skoog
W. E. Schwartz
V. L. Gallagher
Gary Sund
R. E. Phipps

JAB:fr cm

7783 - C S

January 16, 1974

Power City Electric, Inc.
P. O. Box 2507
Spokane, Washington 99220

Gentlemen:

We have reviewed your request for an 83-day extension of contract time for work on Contract No. 7783, 4th St.-Washington Ave. (Baker) in Baker County. This is a request for a second extension.

Careful consideration was given to the reason you submitted. In light of the available facts and provisions of the contract, an extension of 50 1/2 days is granted. This is for late pole delivery and represents an additional 37 days to allow a new 180-day period after the second pole order was confirmed on March 7, 1973, plus 13 1/2 days charged after September 19, 1973, when the signals were in operation. This makes a total of 176 1/2 days time extension in addition to 56 days of stop work time not counted on this project. This will eliminate $2,525 in liquidated damages assessed and leave 16 days in effect.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

C. W Head

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
V. L. Gallagher
W. E. Schwartz

JAB:fr cm

7783

Form FHWA 121 (Rev. 5-73)

5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 7, 1974

In reply refer to: 10-35-A5

SUBJECT: Oregon Project EHS-T-5004(3)
4th Street-Washington Avenue (Baker)
Time Extension Request

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Coulter's letter of December 31, 1973, approval is granted to extend the contract time 50½ days.

for G. L. Green

RECEIVED
JAN 10 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JAN 8 74
REFER TO
Coulter 1/9/74
FOR

Info	Prepare	W/D	D/R	Sign	Act	File
					4	

1-10-74
cy Kraus
Schwantz
Gallagher

NOTED
H.S. COULTER

7783

5

December 31, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract No. 7783
4th Street-Washington Avenue (Baker)
F. A. Project No. EHS-T-5004(3)

Power City Electric, Inc., has requested an 83-day extension of contract time based on late pole delivery. This was a TOPICS project to install interconnected signals at four intersections in Baker. The contract time started August 21, 1972, with 180 days allowed, which expired February 13, 1973. A 126-day extension was granted March 30, 1973 for price agreement changes requiring additional materials; this extended time would have expired on June 23. However, since a 36-day stop work order was in effect from June 2 through July 8, 1973, this new time expired July 28.

The pole supplier was originally to be Richolyn Enterprises which was experiencing business problems in 1972 and ultimately ceased operations. The order for poles was apparently placed reasonably early in the project, as evidenced by the August 1972 date on the Power City Electric purchase order. We have no reason to believe that the contractor should have been aware of the pole supplier's business problems at that time.

In March 1973 the contractor was informed that Richolyn Enterprises could not make delivery. The poles were then re-ordered from another supplier and the order confirmed on March 7. We have recognized this situation with Richolyn as being beyond the contractor's control on two other projects (Hanson Electric, Contract 7798 in Coquille; and Hamilton Electric, Contract 7780 in La Grande via a stop work order).

Allowing the original contract time (180 days) to complete the project from the date the poles were re-ordered would extend the completion date to September 3, 1973. This would justify a 37-day extension (July 28 to September 3). Sixteen poles were installed August 21-23. The signals were placed into operation on September 19, 1973. Between September 19 and the actual completion date, noon on October 23, there were 20 days of ordered stop work time while the contractor was awaiting delivery of some missing parts to complete the project. Therefore, after the signals were in operation, there were 13¼ days charged during which the contractor spent only 1¼ days installing the late materials. The rest of the time was spent doing general clean-up work and waiting for materials. Since the signals were in operation and the remaining work was not significant, the contractor should not be charged for the last 13¼ days.

We ask your concurrence in a 50¼-day extension which would eliminate $2,525 in liquidated damages. This would leave 16 days of liquidated damages at $50 per day, or a total of $800. This, in effect, would be for the time from September 3 to September 19 (a progress chart is attached).

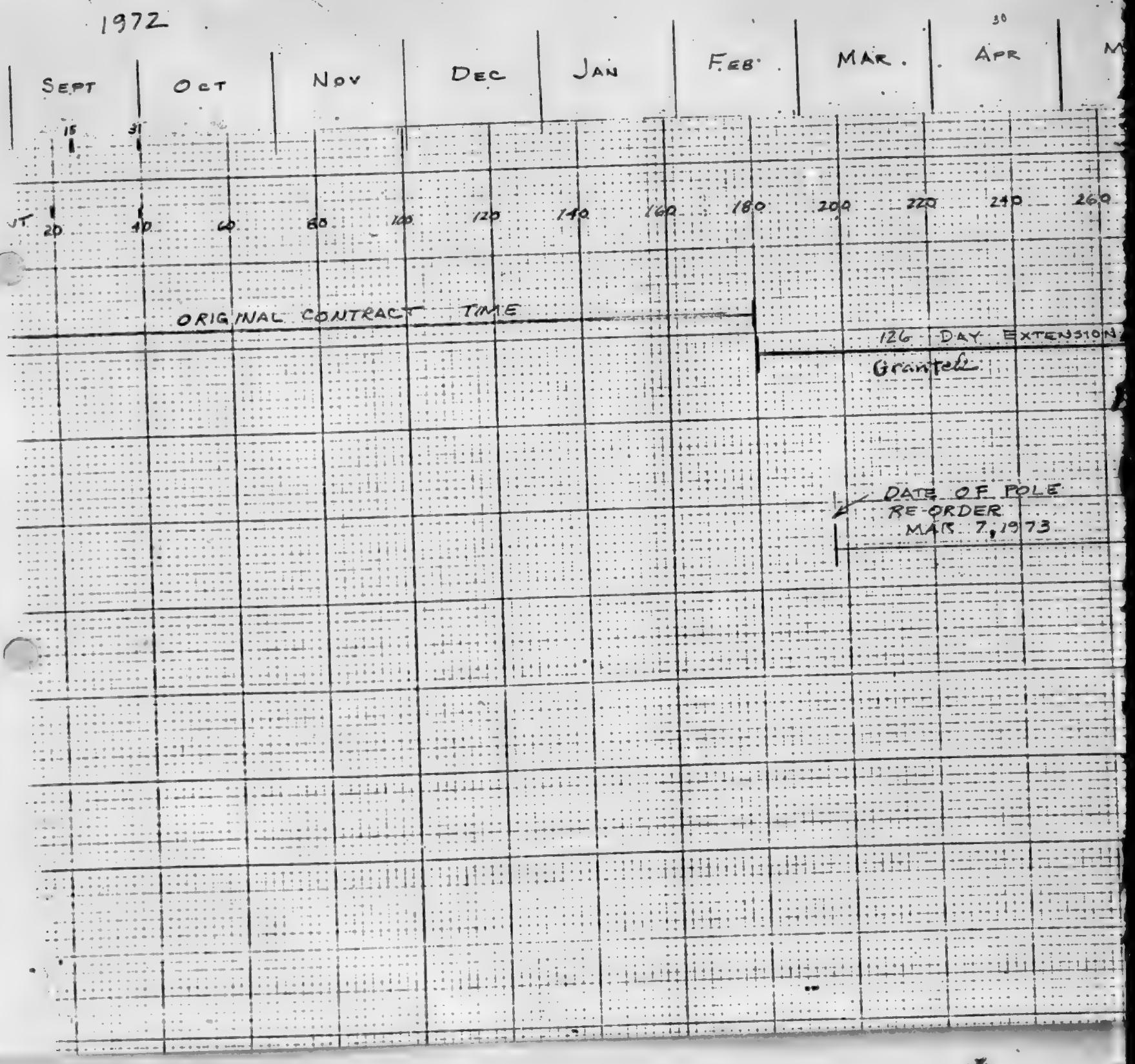
Att.

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
W. E. Schwartz
V. L. Gallagher

JAB:fr ia

4th St - Wash. Ave. (Baker)

Time Extension Contract #7783



E. (BAKER)

CONTRACT #7783

1973

MAR. | APR (30) | MAY | JUNE (30) | JULY | AUG | SEPT. (30) | OCT

200 220 240 260 280 305 325 345 365

STOP WORK TIME

SIGNALS IN OPERATION SEPT. 19 259 DAYS

STOP WORK TIME

PROJECT COMPLETE OCT 23 372½ DAYS

126 DAY EXTENSION

Grantell

6-2 7-9 9-28 9-30 10-24

DAYS WORKED AFTER TIME HAD RUN OUT

DATE OF POLE RE-ORDER MAR 7, 1973

180 DAYS

9-3

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7783 Contractor Power City Electric, Inc.

Highway La Grande–Baker

Section 4th Street–Washington Avenue (Baker)

Kind of Work Traffic Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

~~Recommend 180 days additional extension which allows 180 days for pole delivery after their re-order was confirmed 3-7-73, plus allowance for the last 13-1/2 days charged after the signals were in operation September 19, 1973.~~

Recommend 50-1/2 days additional extension which allows 180 days for pole delivery after their re-order was confirmed 3-7-73, plus allowance for the last 13-1/2 days charged after the signals were in operation September 19, 1973.

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No. 7783

Project designation EHS-T-5004(3) State-Federal

Date awarded August 7, 1972

Work started August 21, 1972

Per cent completed 100% 10-23-73 Date

No. of Workdays Allowed 306

No. of Workdays Used 372 1/2

No. of Added Workdays Requested 50 1/2

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 5, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 306 days to 389 days, within which to complete our Contract No. 7783, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Extension due to the shipping schedule of pole supplier causing delays beyond our control. Time clock assembly and "Walk" lenses scheduled to arrive on jobsite October 16, 1973. We will require three (3) working days to complete the project after these items are on the jobsite. See attached for basis of extension request.

Respectfully submitted,

POWER CITY ELECTRIC, INC.
Contractor

By C. B. McLeyton

American Casualty Company
of Reading, Pennsylvania
Bond No. 556-28-85

CONSENT OF SURETY

Date October 5, 1973

We, American Casualty Company of Reading, Pennsylvania, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

George W. Kombol
Attorney-in-fact
George W. Kombol
Sherwood & Roberts, Inc.

(SEAL)

Resident Agent

per. George W. Kombol

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
DEC 28 1973
Office of
Assistant State Highway Engineer

Salem, Oregon
December 21, 1973

SUBJECT: Time Extension Request
4th St.-Washington Ave. (Baker)
Contract No. 7783

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

Power City Electric, Inc. requests an 83-day extension of contract time based on late pole delivery. This was a Topics project to install inter-connected signals at four intersections in Baker. The contract time started August 21, 1972, with 180 days allowed, which expired February 13, 1973. A 126-day extension was granted March 30, 1973 due to Price Agreement changes requiring additional materials. This extended time would have expired on June 23, 1973. However, a 36-day stop work order was in effect from June 2 through July 8, 1973, so this new time expired July 28.

The pole supplier was originally to be Richolyn Enterprises which was experiencing business problems in 1972 and ultimately ceased operations. The order for poles was apparently placed reasonably early in the project, as evidenced by the August 1972 date on the Power City Electric Purchase Order. We have no reason to believe that the contractor should have been aware of the pole supplier's possible shortcomings at that time.

In March, 1973, the contractor was informed that Richolyn could not make delivery. The poles were then re-ordered from another supplier and order confirmed on March 7, 1973. We have recognized this situation (with Richolyn) as being beyond the contractor's control on a couple of other projects (for Hanson Electric on 7798 in Coquille and for Hamilton Electric on 7780 in LaGrande via a stop work order).

Allowing the original contract time (180 days) to complete the project from the date the poles were re-ordered would extend the completion date to September 3, 1973. This would justify a 37-day extension. (July 28 to September 3) Sixteen poles were installed August 21-23.

On September 19, 1973, the signals were placed into operation. Between September 19 and the actual completion date on October 23, (noon) there was 20 days of ordered stop work time while the contractor was awaiting delivery of some missing parts to complete the project, so after the signals were in operation, there were 13-1/2 days charged during which the contractor spent only 1-1/2 days installing the late materials. The rest of the time was spent doing general clean-up and waiting for materials. Since the signals were in operation and remaining work was not significant, the contractor should not be charged for the last 13-1/2 days.

I would therefore recommend a 50-1/2 day extension, which would eliminate $2,525 in liquidated damages. This would leave 16 days of liquidated damage at $50 per day for a total of $800.

This is a Topics project. Rough draft letters to FHWA, Commission and the contractor are attached.

JAB:fr

Attach.

cc: V. L. Gallagher

7783

AIR MAIL
American Casualty Co.
Washington St. at Madison
Reading, Pa.

December 7, 1973

Gentlemen:

Contract No. 7783 awarded to Power City Electric, Inc., for traffic signals on 4th Street-Washington Avenue (Baker) Section on the La Grande-Baker Highway in Baker County was completed on October 23, 1973, and accepted by the Transportation Commission on December 3, 1973.

Final payment in the amount of $2,403.60 will be released to the contractor after December 12, 1973. The total contract amount is $43,304.34 including $432.34 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

G. W. Read, Manager
ADMINISTRATIVE SERVICES

fhm

cc Power City Electric, Inc.
East 202 Trent Ave.
Spokane, Washington 99202

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

7783

S

December 3, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7783, Work Completed October 23, 1973

Project 4th St.-Washington Ave. (Baker)

Highway La Grande-Baker, County Baker

Type of Work Traffic Signals

Contractor Power City Electric, Inc.

Recommended Acceptance Date December 3, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 19, 1973 for your formal concurrence.

VG:lsk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7783

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 7, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. EHS-T-5004(3)

FROM L. H. Young, Office Engineer

SUBJECT Request Contract Acceptance

Contract 7783, Work Completed October 23, 1973

Project 4th St.-Washington Ave. (Baker)

Highway La Grande-Baker

County Baker

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date January 24, 1974

Conditions not acceptable: None

G. L. Green
Division Engineer

RECEIVED
STATE HWY ENGR
FEB 11 74
REFER TO
FOR
Info | Haves | R/D | D/R | Sign | Act | File

cc: F. B. Klaboe
L. H. Young

2-13-74
cy Const

NOTED
H.S. COULTER

7783

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 4th St. - Washington Ave.		WEEK ENDING: Nov 2, 1973
		SECTION PREFIX: 1-0603
HIGHWAY: La Grande - Baker		COUNTY: Baker
NAME OF JOB: 4th St. - Washington Ave.	KIND OF WORK: Signals	
CONTRACTOR: Power City Electric, Inc.	CONTRACT NUMBER: 7783	FEDERAL AID PROJECT NUMBER: EHS - T - 5004
DATE OF CONTRACT: August 21, 1972	DATE WORK STARTED: October 16, 1972	ESTIMATED COMPLETION DATE: November 1, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 306	CALENDAR DAYS USED 373½
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 122.1%
PROJECT AUTHORIZATION: $54,935.96	ENGINEERING AUTHORIZATION $4,797.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99.0%
EXCLUSIVE OF ENGINEERING: $50,138.06	ENGINEERING COST TO DATE $4,830.21	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99.0%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $50,343.00	This week 00.0	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 100.6%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 28	Cldy/rain	0		
MONDAY 29	Ptly Cldy	0		
TUESDAY 30	Cldy/rain	0		
WEDNESDAY 31	Cldy/rain	0		
THURSDAY 1	Cldy/snow	0		
FRIDAY 2	Ptly Cldy	0		
SATURDAY 3	Ptly Cldy	0		

Keating
Kenny
Bond
Jackmond
Hurst
Johnson
Walker
Scofield 3
Glenn
Berg

RECEIVED
NOV 5 1973
CONSTRUCTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 28	No Activity on this project all week.
MONDAY 29	
TUESDAY 30	
31 WEDNESDAY	
THURSDAY 1	
FRIDAY 2	
SATURDAY 3	

REMARKS

STATUS OF WORK:
Project complete Oct. 23, 1973.
Sim-final data completed and ready for submittal.

SIGNED _____ LOCATION La Grande

H. N. Van Cleave, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

7783

October 23, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. EHS-T-5004(3)

SUBJECT Request Change Order Approval

Contract 7783, State Force Order No. 1

Project 4th St.-Washington Ave. (Baker)

Highway LaGrande-Baker

County Baker

This order covers the cost to remove and replace existing directional signing throughout the project. Existing signs were mounted on the old signal poles which were removed under the contract and now must be reinstalled on the new poles. As the contractor has substantially completed the project, it is in the public interest to have the work performed by state forces.

Copies of the Engineer's letter of explanation are attached.

The estimated cost of this work is $500.00 with Federal participation in the amount of $300.00. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer October 9, 1973.

Your approval as of October 1, 1973 is requested.

Attachment

BMW:js

7

FORM E-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE July 2, 1973

TO W. E. Schwartz
Region V Engineer

Attention: Dale Allen

FROM L. E. George
Traffic Engineer

SUBJECT Need for "No Left Turn" Signs
4th & Broadway - City of Baker

You recently advised this office that Baker City Manager, George Hiatt would prefer that the "No Left Turn" signs at the subject intersection not be installed in the current TOPICS project.

We have reviewed the matter, and are willing to go along with the City's recommendation. If at some later date a problem comes up, it will be an easy matter to go to the left-turn prohibition. We will delete the "No Left Turn" signing from our signal plans.

RDT:pb

cc: W. R. Zirbes
H. S. Cox

RECEIVED
COUNTY & CITY SECTION
JUL 3 - 1973
ENGR. COOR. UE RE UE
UPE CE RE RPE

cc: C. W. Head
A. E. Johns[illegible]
H. S. Coulter
C. T. Keasey
W. E. Schwartz
V. L. Gallagher
V. E. Skoog
Gary Sund
George M. Baldwin

OREGON STATE HIGHWAY DIVISION

7783

JAB:fw dpy

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **March 30, 1973**

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension**
4th St.-Washington St. (Baker) Section
La Grande-Baker Highway
Contract No. 7783

Power City Electric, Inc., contractor on the subject project, has requested a 90-day extension of the contract time because of slow pole delivery and Price Agreement 2 which added a fire alarm pre-empt to the system. This is a TOPICS project to install interconnected signals at four intersections on Broadway Avenue and Main Street in Baker. The contract time started August 21, 1972, with 180 days allowed, which expired February 13, 1973. Since then, liquidated damages have accrued at the rate of $50 per day.

Two significant Price Agreement changes have been made on this project. Price Agreement 1 is dated October 12, 1972 and was made to conform to a change to one-way traffic on Broadway Avenue where three of the signals are located. Price Agreement 2 added a fire alarm pre-empt to the system. Both of these changes were requested by the City. The contractor ordered the additional material for Price Agreement 2 on January 26 when there were only 20 days left of the original 180 allowed. The material added by Price Agreement 2 is expected to require an 18-week, or 126-day, delivery time. The other materials should be delivered in the meantime.

I have granted a 126-day extension accordingly. This will leave 20 days for installation after delivery. This is a TOPICS project and we have the concurrence of the Federal Highway Administration in this extension.

This matter will be on the agenda for your concurrence at the April 17 meeting.

5

7783

March 30, 1973

Power City Electric Inc.
East 202 Trent Avenue
Spokane, Washington 99202

Gentlemen:

Your request for a time extension of 90 days on Contract No. 7783 for work on the 4th Street-Washington Street (Baker) Section traffic signals on the La Grande-Baker Highway has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 126 days is granted which should allow enough time for completion of the project without the assessment of time liquidated damages.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: C. W. Head
H. S. Coulter
C. T. Keasey
A. E. Johnson
V. E. Skoog
W. E. Schwartz
C. E. Payton
V. L. Gallagher

fw dpy

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7783 Contractor Power City Electric, Inc.

Highway La Grande - Baker

Section 4th St. - Washington Ave.

Kind of Work Traffic Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] or **GRANTED**. The reasons for such recommendation are as follows:

Revision of traffic at the intersection of Main and Broadway.
Revision to include a Fire Pre-empt at 2nd and Broadway.
The reordering of revised poles and revised signal equipment as late as Jan. 1973.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 7783

Project designation EHS-T-5004(3) Safety
State-Federal

Date awarded August 7, 1972

Work started October 16, 1972

Per cent completed 13% 2/7/73
Date

No. of Workdays Allowed 180 Calendar Days

No. of Workdays Used 171

No. of Added Workdays Requested 90

SP*6206-754

E-220 (Rev.)—5M—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date January 30, 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 270 days, within which to complete our Contract No. 7783, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Change order on Fire Station Pre-empt System and slow pole delivery.

Respectfully submitted,

POWER CITY ELECTRIC, INC.

George C. Kimball
Contractor

By .....

CONSENT OF SURETY

Date February 2, 19 73

We, AMERICAN CASUALTY COMPANY OF READING, PENNSYLVANIA

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

George W. Kimball
Attorney-in-fact

George W. Kimball

(SEAL)

SHERWOOD & ROBERTS, INC.
Resident Agent

George W. Kimball

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George H. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 23, 1973

In reply refer to: 10-35-DA

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ESH-T-5004(3)
4th St.-Washington St. (Baker) Section
LaGrande-Baker Highway
Request for Time Extension

Reference is made to Mr. H. S. Coulter's letter of March 21, 1973 concerning the above subject. We concur in extending the contract time 126 days.

RECEIVED
STATE HWY ENGR
MAR 26 73
REFER TO
Coulter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
MAR 27 1973
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

NOTED
A. E. [illegible]

3-27-73
cy Reasey
Schwartz
Gallagher

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

7783

March 21, 1973

TO Vernon V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
4th St.-Washington St. (Baker) Section
LaGrande-Baker Highway
Oregon Project No. ESH-T-5004(3)

The contractor on the subject project has requested a 90-day extension of contract time because of a delay in pole delivery and Price Agreement 2, which added a fire alarm pre-empt to the system. This is a TOPICS project to install interconnected signals at four intersections on Broadway Avenue and Main Street in Baker. The contract time started August 21, 1972. The 180 days allowed expired February 15, 1973. Since then, liquidated damages have accrued at the rate of $50 per day.

The contractor began work October 16 and worked until December 2, at which time he had all footings poured and was awaiting delivery of pole and signal equipment. Two significant Price Agreement changes have been made on this project. Price Agreement 1, dated October 12, 1972, was initiated by the City and was made to conform to a change to one-way traffic on Broadway Avenue where three of the signals are located. The contractor was clear to order the revised materials associated with this change by November 27, or 99 days after the time count on the contract had started. In the meantime, the City requested another change which resulted in Price Agreement 2, adding a fire alarm pre-empt to the

system. The contractor ordered this additional material on January 26 when there were but 20 days left of the original 180. The material added by Price Agreement 2 is expected to require an 18-week or 126-day delivery time. Price Agreements 1 and 2 were both participating.

We recommend a 126-day extension of time and request your concurrence.

JAB:fw ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
W. E. Schwartz
Vince Gallagher

FORM E-30 (REV. 10-69)

Approved 3/20/73
H. S. Coulter
Asst. State Hwy. Engr.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1973

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: 4th St.-Washington St. (Baker) Section
Traffic Signals
Contract No. 7783
Request for Time Extension

FROM: John A. Bond
Construction Administration Engineer

Power City Electric, Inc. has requested a 90-day extension of their contract time because of slow pole delivery and Price Agreement 2 which added a fire alarm pre-empt to the signal system. This is a TOPICS project to install interconnected signals at four intersections on Broadway Avenue and Main Street in Baker. The contract time started August 21, 1972 with 180 days allowed which expired February 15, 1973. Since then, liquidated damages have accrued at the rate of $50 per day.

The contractor started work October 16 and worked until December 2 at which time he had the pole footings all poured and was awaiting delivery of pole and signal equipment. Two significant Price Agreement changes have been made on this project. Price Agreement 1 is dated October 12, 1972 and covers changes to conform to a new one-way traffic pattern on Broadway Avenue where three of the signals are located. This was instigated by the City. The contractor was clear to order the revised materials associated with this change by November 27 or 99 days after the time count on the contract had started. In the meantime, the City had thought of another change which resulted in Price Agreement 2 to add a fire alarm pre-empt to the system. The contractor ordered this additional material on January 26 when there was only 20 days left of the original 180 allowed. The material added by PA 2 is expected to require 18 weeks or 126 days delivery time. The other material should arrive in the meantime. Both Price Agreements were participating.

We concur in the Region recommendation for a 126-day extension accordingly. This would leave 20 days for installation after delivery. Since this is a TOPICS project, we must get concurrence of FHWA. Rough draft letters for that purpose and to the Commission and contractor are attached.

JAB:fw
Attach.
cc V. L. Gallagher

SP*52475.734

FORM E-30 (REV 10-69)

Routing E

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Jackmond Peace
Hardt Glenn
Johnson Berg
Walker

RECEIVED
FEB 16 1973
CONSTRUCTION SECTION

La Grande, Oregon
February 15, 1973

SUBJECT: Time Extension
4th Street - Washington Avenue (Baker)
La Grande - Baker Highway
Baker County
Contract 7783

To:

Mr. C. T. Keasey
Construction Engineer

S A L E M

Attached is a request for a time extension on the above project due to design changes and anticipated delays in delivery of material. As outlined in the letter from the Resident Engineer we can justify an additional 126 days delay due to the anticipated delivery time on the fire alarm pre-empt equipment. However, this request is made out for 90 days which is all that is being requested by the Contractor at this time.

While on this contract we are requesting a time extension due to delays in delivery of material, I recall on another contract where a stop work order was issued for the same reason which is the proper way to proceed.

Since this request has been made by the Contractor and the necessary forms filled out to this point, it is being submitted for your approval.

Dale D. Allen
bv

Dale D. Allen
Region 5 Maintenance Engineer

DDA/bv
Attachments
cc: C. E. Payton

will request is more than we should request
should return
accordingly
for 3 -

FORM E-30 (REV. 10-69)

RE ☐ RCE ☐ RBE ☐ RME ☐

RCE FEB 14 1973

RDE RECEIVED REGIONAL OFFICE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon
Feb. 13, 1973

To: W.E. Schwatrz
Region Engineer
Region 5
La Grande, Oregon

SUBJECT: Time Extension
4th St. - Washington Ave.
La Grande - Baker Hwy.
Contract No. 7783

Attention: Dale Allen, Region Maintenance Engr.,

Please find enclosed request for extension of time for the above titled project.

The City of Baker, on July 14, 1972 advised they were changing traffic pattern at the intersection at Main & Broadway.

This revision required additional time for redesigning facilities. The revised drawings were mailed to the contractor on September 8, 1972. Due to the normal flow of events, contractor getting prices from supplier, forwarding costs to my office, constructing price agreement and its approval, it was November 27, 1972 before the contractor could reorder revised poles and signal equipment. This constituted a delay of 113 days.

The City of Baker on October 31, 1972 asked for a revision at 2nd and Broadway for a Fire Pre-empt to be included, also a revision of Pole No. 2 at 4th and Broadway to include a luminaire arm on this pole.

The revised drawings were received from Salem on November 24, 1972 and submitted to contractor for prices. The prices were received from the contractor on Jan. 16, 1973. The price agreement was submittted from this office on Jan. 25, 1973. The contractor was contacted and the Fire Alarm Pre-empt was ordered on Jan. 26, 1973, with the assumption the P.A. #2 would be approved. The contractor submitted a delivery date of eighteen (18) weeks, for the Fire Alarm Pre-empt. This would result in an additional 126 days delay.

This office was advised on January 1, 1973 by Mr. Gossick of "Econolite" Supplier for the contractor that the pole supplier had gone out of business and that the poles would have to be reordered from another supplier. The minimum delivery date from the new supplier would be (10) weeks. Additional time is not being requested for this as we feel the 119 day extension will cover reordering poles due to new supplier.

From this summary it appears it would require and additional 119 days to complete the project. The project therefore would be completed on June 15, 1973.

The contractor has completed practically all work that can be accomplished until poles are delivered. There is work that could be done now but it is not practical to move back on the job until poles have been delivered.

Very Truly Yours,

C.E. Payton
Res. Br. Engr.

by; Fred W. Lucht III
Asst. Res. Br. Engr.

cc: file

STATE COPY

FORM PR-33A
REV. 5-68)

cc: OSHD (A E Johnson)
Region
Wash DC

10-28-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cat

INITIAL INSPECTION REPORT

5783

(Check appropriate box) [X] Contact [ ] Project Stage * [ ] Statewide Inspection-In-Depth

Region No.	Report No.	County	Division
10	1	Baker	Oregon

Date of Inspection	Inspection Made By	Project No.
10/28/72	R. A. Nichols, Area Engineer	EHS-T-5004(3)

In Company With
C. E. Payton, Resident Engineer, OSHD.

Location
Under this project the traffic signals will be installed or revised at four intersections in the City of Baker.

NOTED
A. E. JOHNSON
11-17-72

Contractor Name and Address
Power City Electric Inc., Pasco, Washington

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
8/7/72	$47,779.00	180 cal. days	8/21/72	10/16/72

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	30 %	1%

Roadbed (Width) *(Feet O. to O. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Traffic Signals	Y031				

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

COPY SENT

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

NOV 13 1972
REGIONAL OFFICE

4th ST. - WASHINGTON AVE. (BAKER)
Traffic Signals

The contractor had pushed the conduits under the pavement at 2nd and Broadway and 4th and Broadway plus excavating and placing reinforcing steel for the poles at the intersections. His personnel were excavating at 4th and Washington during this inspection so conduit could be pushed.

When this project was being advertised and at the time the contract was awarded Broadway between Main and Resort Streets was a 2-way street. The City Council subsequently designated this section of Broadway as a one-way street.

A price agreement in the amount of $2,364 was issued to cover the costs of this change approval is recommended.

RECEIVED
NOV 13 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

11-14-72
Johnson
cy Yours

RECEIVED
STATE HWY ENGR
NOV 14 72
REFER TO
FOR
Info
Inves
R/D
O/R
Plan
Act
Rec

REPLACES PR-33A (7) REV. 5-64, WHICH WILL NOT BE USED.

OREGON STATE HIGHWAY DEPARTMENT

..IGHWAY DEPARTMENT INVOICE

NO. 110103

FORM A-180 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-25-72	cc 1315		1-0603-299

.City of Baker
.City Hall
.Baker, Oregon 97814
.

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Mr. George O. Hiatt			
Advance Deposit			$ 11,500.00
Partial transfer of advance deposit for construction of the 4th St. Washington Ave. Section of the La Grande-Baker & Baker-Unity Hwys. TOPICS Project. Contract # 7783			$ 6,500.00
Covered by agreement dated 10-8-71			$ 5,000.00

to be retained

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*62423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Baker
City Hall
Baker, Oregon 97814
Attention of Mr. George O. Hiatt
Manager

Request No. (assigned by staff engineer or head of division) CC 1315

Date October 24, 1972

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

EHS-T-5004(3)

Itemized Statement:

Advance Deposit $11,500

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of the 4th St-Washington Ave. Section of the La Grande-Baker & Baker-Unity Hwys. TOPICS Project. Contract #7783.		
		Covered by agreement dated 10/8/71.		6,500
		TO BE RETAINED		$ 5,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 11,500

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
1-0603-299

Submitted by: RICHARD BLADORN
Richard Bladorn

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

RECEIVED
OCT 25 1972
FOR FILING

7783

POWER CITY ELECTRIC, INC.

TRI-CITIES OFFICE:
Bldg. #35, Pasco Airport
Pasco, Washington 99301

Post Office Box 2663
Pasco, Wash. 99302

ELECTRICAL CONTRACTORS

EAST 202 TRENT AVENUE, P.O. BOX 2507 — TERMINAL ANNEX, SPOKANE, WASHINGTON 99220 (509) TE 8-2571

October 19, 1972

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

ATTENTION: MR. GEORGE M. BALDWIN

SUBJECT: 4th STREET-WASHINGTON AVENUE (BAKER)
LA GRANDE - BAKER HIGHWAY
BAKER COUNTY - CONTRACT 7783

Dear Sir:

In our letter of October 6, 1972, those items shown as previously approved means they were approved by your office previously for this particular contract.

The Fog-Tite junction box will not meet your specifications, therefore another one has been ordered and a brochure will be forwarded to you when received.

Sincerely,

POWER CITY ELECTRIC, INC.

George T. Crothers
Tri-Cities Office

GTC:di

cc: C. E. Payton

RECEIVED
OCT 24 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
OCT 20 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
STATE HWY ENGR
OCT 20 '72
REFER TO
FOR
Info | Ltrs | B/D | O/R | Rpt | Act | File

7-783

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
8-62	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY Baker
PROJECT REPORT NO. 3	*(PPM 21-7)* 8-18-72	PROJECT NO. ~~FHS~~-T-5004(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30, 4th St. to Washington Ave. (Baker)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-72	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 52,776	$ 33,544

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E J Dunlap

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green

G. L. Green (Division Engineer)

Date executed by Division Engineer AUG 18 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and Traffic control provisions are contained in State-City Agreement approved by the Highway Commission on June 22, 1971.

GPO 906-714

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 14, 1972

TO G. L. Green, Acting Division Engineer
[redacted]
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Project No. EHS-T-5004(3) Safety**
4th St. - Washington Ave. (Baker) Section
Project Agreement

We are forwarding four copies each of a project agreement estimate and project agreement for the subject project. Two copies of the project agreement have been signed by a highway official.

DAR:kds

Oregon State Highway Division

Federal Aid Project
No. EHS-T-5004(3) Safety

4TH ST. - WASHINGTON AVE. (BAKER) SECTION

LA GRANDE - BAKER HIGHWAY IN BAKER COUNTY

Salem, Oregon, August 14, 1972

Project Agreement Estimate.

Type Code Y031
Traffic Signals (4 Intersections)

Temporary Protection and Direction of Traffic	All Required	$ 800.00
Traffic Signal Installation, Complete	All Required	46,979.00
		$47,779.00
Flagging (60% of Contractors Cost)	All Required	$ 200.00
	Subtotal	$47,979.00
	10% Engr. & Cont.	4,797.00
	Total	$52,776.00

Length of Project - - - - - - - - - - - -	0.00 mile
Federal Funds	$33,544.00
State Funds	9,616.00
City Funds	9,616.00
Total	$52,776.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%
Contract No. 7783
Prefix 1-0603

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 14, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM L. H. Young
Programing Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of August 4, 1972, is requested in the award of contract for the 4th St.-Washington Ave. (Baker) Section, Project No. EHS-T-5004(3).

The contractor receiving the award is Power City Electric, Inc., in the amount of $47,779.00, with Contract No. 7783 assigned. This bid was received on July 27, 1972 and awarded on August 7, 1972.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date _____
I concur in the award.

G. L. Green
Acting Division Engineer

RECEIVED
AUG 16 1972
PROGRAMING SECTION

July 31, 1972

Mr. George O. Hiatt
City Manager
City Hall
Baker, Oregon 97814

Re: TOPICS Project EHS-T-5004(3)
4th St.-Washington Avenue Section
La Grande-Baker & Baker-Unity
Hwys.

Dear Mr. Hiatt:

This will acknowledge receipt of the City of Baker's check No. 020553 in the amount of $11,500 which is the correct amount required as an advance deposit for the subject project.

The contract for this project will be awarded in the near future.

Very truly yours,

George M. Baldwin
Administrator of Highways

By
RICHARD BLADORN

for
H. S. Cox
County and City Engineer

RB:ljt

bc: R. L. Schroeder
L. H. Young
L. E. George
W. E. Schwartz
V. E. Skoog: Check No. 020553 for $11,500

Rec'd 7/31/72 by C C Haverland

☑ ENGR. ☑ COOR. ☐ OE ☒ AE ☐ UE
☑ UPE ☑ CE ☒ RE ☒ PPE ☐

Oregon State Highway Division

Federal-Aid Project
No. EHS-T-5004(3) Safety

4TH ST.-WASHINGTON AVE. (BAKER) SECTION

LA GRANDE-BAKER HIGHWAY IN BAKER COUNTY

Salem, Oregon, June 29, 1972

PS & E Estimate.

Type Code Y031
Traffic Signals (4 Intersections)

Temporary Protection and Direction of Traffic	All Required	$ 400.00
Traffic Signal Installation, Complete	All Required	56,600.00
		$57,000.00
Flagging (60% of Contractor's Cost)	All Required	$ 200.00
	Subtotal	$57,200.00
	10% Engr. & Cont.	5,720.00
	Total	$62,920.00

Length of Project - - - - - - - 0.00 mile

Federal Funds -	$39,991.00
State Funds -	22,929.00
Total	$62,920.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No.

Prefix

OREGON STATE HIGHWAY DIVISION

RECEIVED
JUL 28 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 27, 1972

Mr. George O. Hiatt
City Manager
City Hall
Baker, Oregon 97814

RE: TOPICS Project EHS-T-5004(3)
4th Street-Washington Avenue Section
La Grande-Baker and Baker-
Unity Highways

Dear Mr. Hiatt:

The Highway Commission opened bids today on the subject project. The apparent low bid was submitted by Power City Electric, Inc., of Spokane, Washington.

The anticipated cost based on the low bid is as follows:

Contractor's bid		$47,779
Anticipated additional item (flagging)		200
		$47,979
Engineering & Contingencies (14½%)		6,957
		$54,936
Estimated preliminary engineering to date		2,564
	TOTAL	$57,500

City's Advance Deposit;

20% of Total	$11,500

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check (in the amount of $11,500) payable to the Oregon State Highway Commission and FORWARD IT TO Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem 97310.

Very truly yours,

NOTED
R. L. SCHROEDER

George M. Baldwin
Administrator of Highways

By Richard L. Braddock
For H. S. Cox
County and City Engineer

RB:lat
cc: R. L. Schroeder
L. H. Young
W. E. Schwartz

4TH STREET-WASHINGTON AVENUE (BAKER) SECTION

LA GRANDE-BAKER HIGHWAY

BAKER COUNTY

FAP No. EHS-T-5004(3) Safety
Traffic Signals

Bids Received July 27, 1972

1. Temporary Protection and Direction of Traffic	All Specified	$ 400.00
2. Traffic Signal Installation, Complete	All Specified	56,600.00
	For Comparison of Bids	$ 57,000.00

-16.2%

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$57,000.00	47779
Anticipated Additional Items: Flagging (State Share)	200.00	200
	$57,200.00	47979
Engr. & Cont. (14 1/2%)	8,294.00	6957
Estimated Net Authorization, Constr.	$65,494.00	54,936
Est. PE to date		2564
		57,500

Adv. Dep. 20% 57,500 = $11,500

Power City Electric, Inc.
Spokane, Washington

7-27-72 11 Am
Phoned info to George Hiatt
B

-1-

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

PROJECT NUMBER
#1

LOCATION
BAKER COUNTY

4th Street-Washington Ave. (Baker) Section
LaGrande-Baker Highway

Est. 57,000

OWNER
Oregon State Highway Department

DATE OF OPENING BID
July 27, 1972

BIDDER	BIDDER
CHRISTIANSON TOTAL BID $ 59,365	TOTAL BID $
BIDDER	BIDDER
L R COMSTOCK TOTAL BID $ 64,686	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $

(3) LOW BIDDERS

POWER CITY ELEC. SPOKANE	OLSON ELEC. VANC.	HAMILTON ELEC. EUGENE
NO.	NO.	NO.

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
L.S.	Traffic Temporary Protection & Direction of	1	800	1000	1004
L.S.	Traffic Signal Installation, Complete	2	46979	49.000	53 797
			47,779	50,000	54,801

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

PROJECT NUMBER
#1

LOCATION
BAKER COUNTY

4th Street-Washington Ave. (Baker) Section
LaGrande-Baker Highway

OWNER
Oregon State Highway Department

DATE OF OPENING BID
July 27, 1972

BIDDER	BIDDER
Christenson Elec. Inc. TOTAL BID $ 59,365	TOTAL BID $
BIDDER C.K. Comstock Albany TOTAL BID $ 64,686	BIDDER TOTAL BID $
BIDDER TOTAL BID $	BIDDER TOTAL BID $
BIDDER TOTAL BID $	BIDDER TOTAL BID $

(3) LOW BIDDERS

NO. 1	NO. 2	NO.
Power City Elec. Spokane	Olsen Elc Vanc. Wash.	Hamilton Elec. Eugene

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
L.S.	Traffic Temporary Protection & Direction of	1	800	1000	1,004
L.S.	Traffic Signal Installation, Complete	2	46,979	49000	53,797
			47,779	50,000	54,801

S-403 R13 5/72

BOND WITH SAFECO

PRINTED IN U.S.A.

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-10-72

FEDERAL AID PROJECT NO.: L.S-T-5004(3)

STATE PROJECT NO.: 4TH ST. -WASHINGTON AVE. (BAKER) SECTION

FROM:
G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: T-48-B

COUNTY NAME: BAKER

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

7-12-72 Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
JULY 5, 1972	JULY 5, 1972	PRIMARY ROUTE #1 SECONDARY ROUTE 501 LAGRANDE-BAKER ROUTE 66 & BAKER-UNITY HWY.#13

GENERAL LOCATION:
CITY OF BAKER

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $200.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [X] OTHER (Specify)

CONTRACTOR'S FLAGGING $200.00

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JUNE 30, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
JUL 12 1972
PROGRAMING SECTION

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-10-72	G. L. Green	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

JUL 1[illegible] 1972

City of Baker County

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-3-72

FEDERAL AID PROJECT NO.
1-[illegible]004(2)

STATE PROJECT NO.
4th St.-Estes Ave.(Baker)

FROM:
G. L. Green, Acting Division Engineer
Salem, Oregon

PROGRAM NO.

COUNTY NAME
Baker

ITEM NO.
T-48A

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

Mr. George M. Baldwin
Administrator of Highways
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	July 3, 1972	Primary Route 1 & Secondary Route 501
		STATE ROUTE NUMBER: LaGrande-Baker Highway #66 & Baker-Unity Hwy. #13

GENERAL LOCATION:

City of Baker

GENERAL DESCRIPTION OF WORK:

As requested in Mr. Young's June 15, 1972, letter you are authorized to proceed with all phases of Preliminary Engineering necessary to obtain PS&E approval.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [X] PREPARATION

- [ ] OTHER (Specify)

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

P.E.
T-5004(2)

RECEIVED
COUNTY & CITY SECTION
JUL 6 - 1972
ENGR. COOR. OE AE UE
UPE CE RE RPE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
July 3, 1972	G. L. Green	Acting Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

TRANSACTION NUMBERS 6-60 AND 6-61

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-20-72

BY (Signature): MR. YOUNG'S JUNE 15, 1972 PR-9

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 48-B THRU 48-C

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
48-B	EHS-T-5004(3)	0.0	70,000	44,400	4TH ST.-WASHINGTON AVE. (BAKER) SECTION	INSTALL AND UPDATE TRAFFIC SIGNALS.
48-C	-T-5004(4)	0.13	30,000	19,000	AUBURN AVE.-ESTES AVE. (BAKER) SECTION.	GRADE, DRAIN, HIGH TYPE PAVEMENT WITH CURBS.

6-20-72

REMARKS (Division)

OFFICE OF STATE HIGHWAY ENGINEER

RECEIVED
JUN 26 1972
PROGRAMING SECTION

6.26.72 Young

Chas 6.26.72

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		6-20-72	G.L. GREEN, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO.- 6-60

FORM PR-1 (REV. 4-61)

FEDE

DATE SUBMITTED TO W. O. 6-15-72

CARD 2 | REPORT NUMBER (18)(20): 1 | PROJECT LOCATION (45 typewriter spaces) 21 65: US30, 4th St. to Washington Ave. (Baker) | ADT | PRESENT: 10,500 | FUTU (66)

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62: ✓Traffic Signals | NATL. FOREST (63)(65) | FH ROUTE NO. (66)(69) | SUPV AGCY (80) | UA CLASSIF. (70) | UA AREA (71)(72) | COUN

CARD 4 | CLASS OF FEDERAL FUNDS: TOPICS | ROUT NO.

NAME OF URBAN AREA 17-31: Baker

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)(67)
1	(1415)	(16	41	42					
5					PE		US 30, 4th St. to Washington Ave. (Baker)		
5					ROW				
5	30	N (11)		3	CONST (CODE) (safety) Y031	3	"4th St. -Washington Ave. (Baker) Section"	0.0	70,000
							PROJECT TOTALS	0.0	70,000

(16) (23)

RECEIVED
COUNTY & CITY SECTION
JUN 23 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1968.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

72

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
68	ADT	10,500	13,300 (66)	91 (70)(71)(72)	10	Oregon	35 (2)(3)	077 (4)(9)	48-B (14)(15)

T Projects Only

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(69)	(70)	(71)	A-5 (72)(73)	(74)(75)	EHS-T- 14 23	5004 7	(3) 13	(24)	(26) 27

COUNTY NAME: Baker — CODE: 001 (42)(46)

PROGRAM STAGE: [ ] 1 OR [X]

ROUTE NO. T P — FEDERAL-AID: | — STATE: (32) 66 (36)(37) — U.S.: 30 (41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54)(58)	(59) (66)	(67) (76)			
					Install and update traffic signals
					ROW-100' normal; Access control-none; Parking restrictions-none.
Ave. 0.0	70,000	44,400	12,800	12,800(city)	
T S 0.0	70,000	44,400 (16)(23)(24)(33)	12,800	12,800(city)	

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JUN 23 1972
ENGR. [ ] COOR. [ ] CE [X] AE [✓] UE
UPE [✓] CE [ ] RE [ ] PPE [ ]

REMARKS: P.E. for this project programed under Item 48-A, Project T-5004(2).

USCOMM DUSCOMM-DC 48908-P61

4th STREET-WASHINGTON AVE. (BAKER) SECTION

PROJECT EHS-T-5004(3)

Existing Facilities:

Intersections on US 30 as follows:

1. Broadway (US 30) & 4th: 2-phase semi-traffic actuated signal.
   Broadway Ave. - 66'curb section, 4 lanes, 2-way.
   4th st. - 45'curb section, 2 lanes, 2-way.

2. Broadway (US 30) & 2nd: No signal.
   Broadway Ave. - 66'curb section, 4 lanes, 2-way.
   2nd St. - North: 38'curb section, 2 lanes, 2-way.
   South: 50'curb section, 2 lanes, 2-way.

3. Broadway (US 30) & Main: 2-phase fixed-time signal.
   Broadway Ave. - West (US 30): 66'curb section, 4 lanes, 2-way.
   East: 38'curb section, 2 lanes, 2-way.
   Main St. - South (US 30), North (SR 66): 66'curb section, 4 lanes, 2-way.

4. Main (US 30) & Washington: No signal.
   Main St. - 66"curb section, 4 lanes, 2-way.
   Washington Ave. - 50' curb section, 2 lanes, 2-way.

Project Data: The proposed work is as follows:

1. Broadway & 4th: Update 2-phase semi-traffic actuated traffic control signal and provide interconnect.

2. Broadway & 2nd: Install interconnected pretimed 2-phase traffic control signal.

3. Broadway & Main: Replace obsolete traffic control signal with interconnected pretimed 2-phase (with lagging green) traffic co signal.

4. Main & Washington: Install interconnected pretimed 2-phase traffic control signal.

5. Provide interconnect for the above four signal installations.

NOTE: The proposed signal work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the four intersections have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that the four intersections have experienced a high number of accidents. The proposed improvements, by controlling flow of traffic, will reduce substantially the number of accidents occurring at these intersections.

Additional Right-of-Way: None required.

System Action: FAP type II System approved by FHWA Jan. 25, 1971.

Railroads, Airports, Water Developments, Historical & Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

State Clearinghouse Approval: Exempt form review under working agreement of April 28, 1970.

District 13 Clearinghouse Approval: Requirement waived, by FHWA (Division) memorandum of July 8, 1971, under provisions of paragraph 3f(1) of PPM 21-18.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Environmental Impact Statement: Submitted July 15, 1972 under separate action.

Location/Design Approval: Requested July 15, 1972 under separate action.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Maintenance of Traffic Operations Improvements: A City-State agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18

Data for PR-37: 100% of project is on FA Primary System.

MONTHLY TRANSACTION NO. 6-62

FORM PR-9 (REV. 4-61)

REQUE OF INDIVIDUAL (PR

DATE SUBMITTED TO W.O. JUN 22 1972

6-15-72

CARD 2 — REPORT NUMBER (19) 3 (20) — PROJECT LOCATION (45 typewriter spaces) 21: US 3D & SR 7, 4th St. to Estes Ave. (Baker) 65

ADT: 10,500 / 3,900 — FUTURE: 13,500 / 6,500 (66)

CARD 3 — CHARACTER OF PROPOSED WORK (35 spaces) 28: P.E., Gr. Pave & Traffic Signals 62

NATL. FOREST (63) (65)

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68) | SUPV AGCY 69 | DA CLASSIF. 70 | DA AREA 71 | EMERG. YR. 72 | COUNTY NA

CARD 4 — CLASS OF FEDERAL FUNDS 1: TOPICS — F.A. SYSTEM: Primary, Secondary & Type II Primary

NAME OF URBAN AREA 17-31: Baker

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)	(58)	(59)
1	(14-15)	16	41	42	43 - 46	53							
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	48	T-5004(2)	US 30, 4th St. to Bridge St. Bridge St. to Estes Ave. (Baker) " 4th St. -Estes Ave.(Baker) Section " PROJECT TOTAL	0.13 0.13 0.13	5 73 78
5					PE ROW CONST		RE-QUESTED REVISION	48-A	T-5004(2)	Same as above PROJECT TOTAL	0.13		

RECEIVED COUNTY & CITY JUN 23 19 ☐ ENGR. ☑ PLGR. ☐ UPE ☑ CE ☐ (16)

CARD — A form PR-1 or PR-9 has been submitted within the last 7 days: Yes ☐ — PROJECT WITHDRAWN ☐

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
T	10,500 3,900	13,500 6,500 (66) (70)	91 (71) (72)	10 (74) (75)	Oregon	35 (2) (3)	077 4 6	48 (14) (18)

SCELLANEOUS FUNDS ONLY				PROJECT NUMBER		I PROJECTS ONLY	
CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR. 74 75	PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. T- 5004(2) 7 13	POST MI. (24) (26)	DESIG. 27

	COUNTY NAME	CODE
	Baker	14 001 16

ndary & Type II Primary	RTE NO.	FEDERAL AID	STATE (32)	U.S. (36) (37)	
	TPS	1 & 501	66 & 13	30	(4

NI	MILES	PROJECT COST			CHARACTER OF PROPOSED WORK
		TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
	(54) (58)	(59) (66)	(67) (76)		
to Bridge St.					
Estes Ave.				915(city)	P.E. all phases;
	0.13	5,000	3,170	915	Grade, drain, H.T.
tes Ave.(Baker)				13,310(city)	pave, curbs and
on "	0.13	73,000	46,380	13,310	traffic signals
T TOTAL	0.13	78,000	49,550	28,450	
	0.13	5,000	3,170	915	P.E. all phases.
				915(city)	(Future grade, drain,
above					H.T. pave, curbs and
					traffic signals
	(16)	(23) (24)	(33)		
T TOTAL	0.13	5,000	3,170	1,830	

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JUN 8 1972
ENGR. COORD. RE UE
UPE CE RE RPE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

REQUES
OF INDIVIDUAL P
(PPM

CARD 2 — REPORT NUMBER (18) (20) | PROJECT LOCATION (45 typewriter spaces) 21 65 | ADT | | FUTURE (66)

CARD 3 — CHARACTER OF PROPOSED WORK (35 spaces) 28 62 | NATL. FOREST (63) (65) | FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68) | SUPV AGCY 69 | DA CLASSIF. 70 | DA AREA 71 | EMERG. YR. 72 73 | COUNTY NAME

CARD 4 — CLASS OF FEDERAL FUNDS [1] | NAME OF URBAN AREA 17-31 | F.A. SYSTEM

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59)
5					PE ROW CONST		Re-quested Re-vision	48-B	EHS-T-5004(3)	US 30, 4th St. to Washington Ave. (Baker) "4th St. -Washington Ave. (Baker) Section"	0.00	70,
										PROJECT TOTAL	0.00	70,
5					PE ROW CONST		REQUESTED REVISION	48-C	T-5004(4)	SR 7, Auburn Ave. to Estes Ave. (Baker) "Auburn Ave. -Estes Ave. (Baker) Section"	0.13	(16) 30
										PROJECT TOTAL	0.13	30

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ | PROJECT WITHDRAWN YES ☐

CARD 1 — COLUMN 14 ⟶ CODE 11 | CODE 2

REASON FOR CHANGE:

-OVER-

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: August 18, 1971

OTHER:

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JUN 23 1972
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PROGRAM REVISION REQUESTED

DATE: June 15, 1972

SIGNATURE:

Programming Engineer

REC
DATE
SIGNATURE
TITLE

[1] If revision includes funds for a different class of project or another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

| | | |

Reason for Change: To split present project into three separate projects, as Item 48-A, Project T-5004(2), Preliminary Engineering all phases for Items 48-B and C, Projects EHS-T-5004(3) and T-5004 respectively; Item 48-B, Project EHS-T-5004(3), Install and upgrade traffic signals; Item 48-C, Project T-5004(4), Grade drain, H.T. pave and curbs. Also, to revise the construction project costs to conform with latest cost estimate of the work involved.

This action is being taken to facilitate the contracting of the physical construction of traffic signals at the various intersections and the street widening of Dewey Avenue because the combined cost estimates exceed the City's presently available funds. Also to allow programing Item 48-B, Project EHS-T-5004(3), as an "EHS" project under IM 30-5-71, category "Emergency Highway Safety Program", Section (a).

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 15, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM George M. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
L. H. YOUNG

L. H. Young
Programing Engineer

SUBJECT Location/Design Approval
4th Street-Estes Avenue (Baker) Section
Project T-5004(2) Baker County

We hereby request your approval of the location/design as set forth hereinafter and in the enclosed study report for the subject project.

Location/Design

a. The locations are the existing intersections of Broadway Avenue at 4th, 2nd and Main Streets, and Main Street at Washington Avenue on the La Grande-Baker Highway (US 30); also, Dewey Avenue between Auburn Avenue and Estes Avenue on the Baker-Unity Highway (SR 7).

b. The design consists of (1) installing pretimed 2-phase traffic control signals on Broadway at 2nd and on Main at Washington; (2) replacing existing signal on Broadway at Main; (3) upgrading to standardize existing signal on Broadway at 4th; (4) interconnecting said four signals; (5) widening Dewey Avenue on both sides between Auburn and Estes to provide an additional north bound lane (53 feet between curbs).

More complete location/design details are contained on the enclosed study report, which report consists of the following documents:

1 copy Study Report (County and City Section memo of June 7, 1972)
1 copy City of Eugene "TOPICS Project Request" dated May 10, 1971

BEN GIFFORD

NOTED
R N CHASE

The Highway Division, having considered all of the data as well as the social, economic and environmental effects, has concluded, with the City of Baker, that the location/design as set forth hereinabove is suitable for the proposed project.

Public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

Waiver of clearinghouse requirement was approved by FHWA memorandum dated July 8, 1971 under provisions of paragraph 3f(1) of PPM 21-18.

We hereby request your concurrence in the negative environmental declaration that follows. This negative declaration is the opinion of the Oregon State Highway Division and the City of Baker. Also, FHWA under the provisions of PPM 21-18, effective date May 31, 1971, concurred by memorandum of July 8, 1971 that the environmental impact of this project will be negligible and therefore approved waiver of the enivornmental statement requirement under Section 3f(3) of said PPM 21-18.

Negative Environmental Declaration: This project, for upgrading the signalization and traffic control devices to present standards at these various (highway and streets) intersections and for widening a two block section to provide an additional northbound lane, represents a direct and noncomplicated approach to improving motorist safety by alleviating problems of traffic control or congestion at these locations. Both the highway user and the people of the community will realize the benefits of this project and it will have no significant effect upon the quality of human environment.

The desription of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

We further request your authorization to proceed with the PS & E phase of preliminary engineering for final plans preparation, etc., as programed under the subject Project T-5004(2).

Enclosures

cc: F. B. Klaboe
L. H. Young
Frank Hall
H. S. Cox
R. N. Chase
B. L. Gifford

Mayor to sign

June 9, 1972
(date)

City of Baker
City Hall
Baker, Oregon 97814

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway La Grande-Baker Hwy.

Section 4th Street-Washington Avenue: Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

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☑ UPE ☑ CE ☑ RE ☑ RPE ☐

6/13/72
(date)

By H. B. Johnson
Mayor

By _____
Commissioner

By Geary Scott
Commissioner

City Recorder

cc: L. H. Young
Attn: Duane Ridings

ENGR. ✓ COOR. ✓ OE ✓ AE ✓ UE
✓ UPE ✓ CE ✓ RE ✓ PE

MEMO TO FILES

April 25, 1972

Re: Footpaths and Bike Trails
TOPICS Project T-5004(2)
4th Street-Washington Avenue Sect.
La Grande-Baker & Baker-Unity Hwys.
City of Baker

This project consists of traffic control signal installation, replacement, and modernization.

Footpaths and bike trails will not be established under this project as per Section 2(1) of ORS Chapter 366. There will be no highway, road, or street construction, reconstruction, or relocation involved in this project.

Richard Bladorn

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
Victor Wolfe
L. H. Young
W. H. Tebeau
F. E. Terpin
C. G. Swenson
W. E. Schwartz

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Dot

Title of Record Series: Construction Contract

Arrangement of Records: Contract Number

Index:

INDEXING: Begins with 7760 Ends with: 7783

Continued from Reel 158

FLASH CARDS:

Remarks: Beginning

Reel No. 159 Reduction Ration 24X Project No.

Camera: Name Bell/Howell Model Foto Master Film 16mm AH4

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 19 day of Jan 1983 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature